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LOCAL BRANCH.

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SOUTH AFRICA'S RECOVERY.

ENGLAND NOW UP AGAINST IT.

FIVE END WICKETS FALL FOR 26.

MITCHELL AND CATERALL IN BIG PARTNERSHIP.

RAPID SCORING.

Johannesburg, Dec. 26.
It was England's turn to do some serious thinking at the close of play in the second day of the First Test. The last five wickets fell for an addition of only 26 runs! South Africa attacked the English bowling vigorously, wiped off their arrears for the loss of two wickets, and proceeded to establish a lead of 236 runs with three wickets to fall.

There were over 20,000 on the ground in sunny weather when Hammond and White went out to continue England's first innings which concluded on Wednesday with the score at 167 for 5 wickets. Nine runs had been added to the score, five of them by Hammond when the Gloucester player was dismissed on a leg before appeal by Nupen. Three runs later, White was sent back, being caught by Curnow off Nupen.

Peebles and Tate began well enough, the amateur blocking everything while Tate endeavored to hit, but with the total at 185, Nupen broke through Peebles' guard and disturbed his balls. Peebles had not opened his account.

Tate and Vere carried the score to 193 when both were dismissed in quick succession, Tate being caught off Vincent while Vere was run out.

Nupen's Five Bowling.

The finish was sensational as it was anticipated that England could hardly fail to obtain a lead of less than 100 runs on the first innings. They had to be content with a lead of 67, thanks chiefly to Nupen who bowled brilliantly this morning, taking three wickets while eighteen runs were being scored. He returned the best analysis, claiming five wickets for 63 runs. McMillan was severely punished for his one wicket, while Vincent took 3 for 49.

SOUTH AFRICA GO OUT.

Curnow and Siedle opened for South Africa, the batting order being slightly changed. Curnow batted cautiously, but he was dismissed before reaching double figures, a smart throw-in finding him out of his crease. The score then stood at 34.

Siedle did not long survive. Fifty had just gone up when he was given out leg before to Voce. The brightest cricket of the day followed the arrival at the wicket—a matting wicket—of Mitchell. He went for the bowling from the start and rapidly overtook his partner.

Hammond's Double Success.

Chapman changed his bowling frequently without effect until the partnership had reached 122 runs, when Catterall mistimed a ball from Hammond. Hammond was smartly taken by Hendren. Hammond also got rid of Mitchell, who survived his partner (in a splendid stand which changed the whole complexion of the game) by only two runs. He was caught behind the wicket after compiling 72 in a brilliant effort.

Eight runs later, Balaskas too was sent back to the pavilion and with the score-board showing 182 for 5 wickets, England had apparently regained the ascendancy, three wickets having fallen in quick time for ten runs.

Hard-Hitting "Tall."

The South African tall wagged in no uncertain fashion, however. Cameron hit out at everything, scoring with remarkable rapidity, and the sixth wicket did not fall until 265 had been put up, the partnership of Cameron and McMillan realising 83 runs, of which Cameron claimed 51.

Viljoen followed Cameron's example, scoring with some daring strokes, while McMillan still adopted stonewall tactics. The latter was cleanbowed by Voce, however, at 291. He had scored 14

KWANGSI PEACE PROSPECTS.

TWO LEADERS NOW IN HONGKONG.

REBELS' FUTURE.

Canton, Dec. 26.
Since the Central Government has appointed General Wu Ting-yang, ex-Kwangsi divisional commander, as the "Rehabilitation Commissioner" (Tupun) of Kwangsi, the Kwangsi situation seems more likely to be terminated by pacific means. General Wu wired on the 23rd to his friends in Hongkong that he left Shanghai on Tuesday on the Hakusan Maru, which was expected to arrive at Hongkong on Friday.

General Wang Shao-hung is reported to have already reached Hongkong, where he will wait for the arrival of General Wu to discuss the rehabilitation of Kwangsi, and to discriminate in the administration between civil and military authorities. In view of the fact that General Wu will take charge of all military affairs in Kwangsi, the latter is first to proceed to Nanking, where the Central Government formally discloses his appointment.

According to well-informed circles, Li Chung-yeen, Pei Hsueh-hsi and Chang Fui-kwai are ready to go abroad since the Government has consented to reorganise the insurgent troops into Border Defence Forces.

The last two days have witnessed the movement of the rebels under Yang Teng-fel and Ng Ki-wei from Chinkiang, Shantung, Yunnan towards Luchow, and of those under Hsu Chung-wu and Tang Ching from the Left River, Right River and Wingshun towards Nanning, as they are under orders to assemble at Nanning and Luchow, pending reorganisation.

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runs out of 109!

Nupen joined Viljoen, but he had not scored when stumps were drawn. Viljoen had obtained 45. South Africa now lead by 225 runs and it is evident that a fight for the finish will be required of Chapman's men.

The detailed scores, as cabled by Reuter, follow:

S. Africa.—1st Innings.

S. Curnow, lbw, Tate	13
B. Mitchell, c Hammond, b Voce	13
I. J. Siedle, b Voce	13
R. H. Catterall, b Voce	7
Viljoen, c Duckworth, b Peebles	7
N. Balaskas, lbw, Peebles	7
B. Cameron, b Peebles	7
O. McMillan, not out	45
E. P. Nupen, b Peebles	0
C. L. Vincent, c Hammond, b Voce	0
Newton, b Tate	18
Extras	10
Total	126

Bowling Analysis.

Tate	12.2	4	20	4
Voce	26	11	45	2
Peebles	14	2	43	4

ENGLAND.—1st Innings.

Wynt, lbw, b Nupen	8
Leyland, c Cameron, b Nupen	29
Hammond, c Cameron, b McMillan	49
Hendren, c Cameron, b McMillan	8
Turban, c Cameron, b Vincent	28
Chapman, c Newton, b Vincent	28
White, c Curnow, b Nupen	11
Peebles, b Nupen	8
Tate, c Mitchell, b Vincent	8
Voce run out	0
Duckworth not out	0
Extras	13
Total	193

Fall of wickets.—1 for 33, 2 for 42, 3 for 51, 4 for 103, 5 for 149, 6 for 176, 7 for 179, 8 for 185, 9 for 193, 10 for 193.

Bowling Analysis.

Newton	0	M. R.	W.
Viljoen	4	1	10
McMillan	9	0	47
Nupen	25.1	1	63
Vincent	21	8	49

S. AFRICA.—2ND INNINGS.

Curnow run out	8
Siedle, lbw, Voce	35
Catterall, c Hendren, b Hammond	54
Mitchell, c Duckworth, b Hammond	72
Balaskas, lbw, b Tate	61
Cameron, c Duckworth, b Voce	61
McMillan, b Voce	14
Viljoen not out	43
Nupen not out	0
Extras	23
Total (for 7 wks.)	393

Fall of wickets.—1 for 34, 2 for 50, 3 for 172, 4 for 174, 5 for 182, 6 for 205, 7 for 221.

Bowling Analysis.

Newton	0	M. R.	W.
Viljoen	4	1	10
McMillan	9	0	47
Nupen	25.1	1	63
Vincent	21	8	49

BURMA RIOT TRAGEDY.

BRITISH OFFICIAL MURDERED.

TROOPS MOVING.

Rangoon, Dec. 26.
The murder of a British official is one of the outrages attributed to the rebellious tribesmen in the Tharywaddy District, according to the official report of the disorders.

Issued for information to-day, it states that tribesmen have been responsible for disorders in the Tharywaddy and Insein Districts.

A band of rebels surrounded a bungalow at Pegu Yomas on Christmas Eve and killed Mr. H. V. W. Fields-Clarke, of the Indian Forestry Engineering Service, who was staying there.

The rebels afterwards burned the bungalow to the ground.

Captain Wounded.

A party of military police, who apparently set out to discover the whereabouts of Mr. Fields-Clarke, came into contact with the rebels and there was a brief engagement in the course of which four of the rebels were killed and two wounded.

Captain Rust, who was in charge of the military party, was slightly wounded.

Another detachment suffered a few casualties in their withdrawal to Tharywaddy.

Missing Officers.

A Sub-Divisional police officer and a township officer are reported to be missing.

A company of the 15th Punjab and a company of the Buffs are proceeding to Tharywaddy.

Several rebels were captured on Christmas Eve in the Insein District, where four native officials are reported to have been killed.—Reuter.

INTERRUPTED FLIGHT COMPLETED.

FLIGHT LIEUT. HILL IN SYDNEY.

Sydney, Dec. 26.
Flight Lieutenant Hill arrived here on Christmas Day, thus completing his flight from England. No official welcome was accorded him.

The airman has been dogged with bad luck on the final stages of his flight, after having been on the verge of beating Hinkler's record. He crashed at Attambon, when within 500 miles of Port Darwin, up to which point he had established a record, and was then overtaken by Wing Commander Kingsford Smith. He reached Darwin from Sourabaya on December 10th, many weeks after Kingsford Smith.—Reuter.

NEW DELHI BOMB INCIDENT.

ATTENDANT HAS ARMS BLOWN OFF.

New Delhi, Dec. 26.
A bomb exploded at the Delhi Central Station to-day, killing one person and injuring two.

A native attendant was removing unclaimed luggage from a waiting-room when a cigarette case dropped from one package.

A loud explosion followed and blew off the attendant's arms, killing him on the spot.—Reuter.

CHINA RAILWAY SEIZURES.

HOW ROLLING STOCK IS HELD UP.

Nanking, Dec. 26.
In the hope of restoring communication along various railways, the Minister of Railways, Mr. Sun Fo, has complained to Marshal Chiang Kai-shek concerning the commandeering of much rolling stock by militarists in North China.

The Minister of Railways estimates that 79 locomotives and 1,461 coaches are still held by the militarists, thus seriously interrupting the communications. The Ministry of Railway has repeatedly protested to the Shantung military government demanding the release of all rolling stock, but the requests have been ineffectual so far.

FOOCHOW 'SQUEEZE' ALLEGATIONS.

OFFICIAL AND TWO OTHERS ARRESTED.

DRAMATIC RAID.

Foochow, Dec. 23.

There has been a rather dramatic episode in connexion with the alteration of the Bridge of Ten Thousand Ages, which has already commenced.

Since the negotiations leading up to the signing of the contract began, there have been rumours that some of the officials in the Public Works Department have been planning to make rather a good thing out of it, and the local Procurator has been watching the situation. Investigations have been proceeding since the 16th inst., but absolute proof of corruption was lacking.

A sudden raid was made on the morning of the 20th at 8 a.m., led by the Procurator. Yang Chung-shih, himself, upon the house of a certain Chen Shih-chuan, where conferences had been held between the Public Works Department and the Japanese firm which has been entrusted with the work. The house was thoroughly searched, the search going on from early morning until 9 p.m., with the result that no less than thirty-nine incriminating documents were found and taken off by the Procurator.

Three men, Chiang Ping-huang (the Acting Public Works Commissioner), Lin En-pu and Chen Shih-chuan, have been summoned to appear in Court on the 25th on the charge of receiving bribes in connexion with the work. One fears that they may not enjoy Christmas Day this year.

Rumour has it that whereas the alterations to the bridges are to cost the public treasury \$145,000, the Japanese contractors will only receive \$80,000.

The whole affair shows up the difficulties that confront every effort to make progress in Fukien as elsewhere. The high positions held by the accused may make it difficult to obtain their conviction, if they are guilty, but one cannot help applauding the bold step taken by the Procurator in his desire to get at the truth.—Our Own Correspondent.

INSPECTOR SAVAGE PASSES AWAY.

FOLLOWING COLLAPSE AT CHILDREN'S SPORTS.

The sudden death of Sanitary Inspector Ernest Savage, who passed away early this morning from heart failure, came as a great shock to his large circle of friends, particularly as it was only yesterday that he took part in the annual children's sports at the Civil Service Cricket Club ground.

It was whilst there that he became unwell and collapsed. After partially recovering, he was removed to his residence at Breezy Point, where he passed away in his sleep shortly after two o'clock this morning, the cause of death being heart failure.

Forty-two years of age, the late Inspector Savage was a very popular figure among the Sanitary and other Departments of the Government service and was a very valuable and efficient officer. He was a steady man of regular habits and was greatly liked by all who knew him.

Inspector Savage was formerly in the Royal Army Medical Corps. He joined the local Government service in May, 1922, being appointed a Second Class Sanitary Inspector. He was promoted to a First Class Inspector in January, 1927, and had lately been in charge of Cemeteries. He was much interested in the local Branch of the St. John Ambulance Brigade and was an officer in the Corps.

The deceased officer leaves a widow, who is a mistress at King's College, and a son seven years of age, and to them will be extended the deepest sympathy in their sad bereavement.

The funeral will take place this afternoon, passing the Monument at 4.45 p.m.

rupting the communications. The Ministry of Railway has repeatedly protested to the Shantung military government demanding the release of all rolling stock, but the requests have been ineffectual so far.

(Continued on Page 12.)

HOTSPUR ROLAND FOR OLIVER.

BEAT SOUTHAMPTON 3-0 AT DELL.

MANY UPSETS IN BOXING DAY SOCCER.

VILLA SURPRISED.

London, Dec. 26.
Boxing Day soccer provided the usual crop of upsets. None of the other results was quite so remarkable, however, as Tottenham's 3-0 victory over Southampton at the Dell, after going down by a similar score before their own supporters yesterday.

The Arsenal, as expected, gained their second victory over Manchester City, but Aston Villa, at home to Chelsea could do no better than obtain a draw of 3 goals, having won at Stamford Bridge on Christmas Day. Leicester who won at Sunderland had also to be content with a draw on their own ground.

Plymouth's Big Win.

In the second division, Bradford scored six goals without reply from Millwall, while Plymouth Argyle, with a 5-1 win over Cardiff, move to sixth place from the bottom, where Reading remain after a 5-2 victory over Notts Forest.

Notts County and Northampton reversed the results of their Christmas Day matches with Queen's Park Rangers and Southend respectively, while Crystal Palace defeated Brentford by five goals to one, ample revenge for their 8-2 defeat at Brentford.

In the Third Division (North) the only result of note was Hull City's prolific scoring feat against Halifax, whom they defeated by ten clear goals. Lincoln remain at the head of the table by reason of a single goal win against Darlington.

The results, as cabled by Reuter, together with League tables, follow:

FIRST DIVISION.

Arsenal	3	Manchester C.	1
Aston Villa	3	Chelsea	1
Derby	1	Blackburn	1
Huddersfield	0	Newcastle	1
Leicester	3	Birmingham	1
Liverpool	1	Sunderland	1
Manchester U.	1	Grimsby	1
Middlesbrough	2	West Ham	0
Preston	2	Blackpool	1
Sheffield U.	1	Sheffield W.	1

League Table.

	P.	W.	D.	L.	F.	A.
Arsenal	21	14	5	2	31	33
Wednesday	21	12	5	4	58	33
Aston Villa	21	11	6	5	50	37
West Ham	22	11	6	5	51	34
Derby	22	10	7	5	52	36
Portsmouth	22	10	7	5	52	36
Sheff Wed	22	10	8	4	49	54
Blackburn	22	9	4	9	48	44
Middlesbrough	21	9	4	8	43	44
Huddersfield	21	7	7	7	50	42
Liverpool	21	8	5	8	46	45
Chelsea	22	8	5	9	38	42
Sheff Utd	22	7	7	8	38	42
Manchester C.	22	8	4	10	35	41
Birmingham	22	6	7	9	34	41
Sunderland	22	6	7	9	48	33
Southend	21	8	10	4	49	33
Bolton	21	7	4	10	31	40
Leeds	22	8	12	8	47	31
Blackpool	22	6	8	11	38	09
Grimsby	21	7	3	11	34	34
Manchester U.	22	2	3	17	27	72

SECOND DIVISION.

Bradford	6	Millwall	0
Bristol C.	2	Swansea	1
Charlton	3	Port Vale	1
Plymouth	5	Cardiff	0
Preston N.E.	2	Burnley	1
Reading	5	Notts Forest	2
Southampton	0	Tottenham	1
Stoke	1	Bradford C.	0
West Brom.	5	Barrow	0
Wolves	3	Oldham	0

League Table.

to	Everton	21	14	4	3	61	33
he	West Brom.	22	13	4	6	40	24
	Wolves	22	14	0	8	53	33
	Preston N.E.	22	12	4	6	55	32
a	Port Vale	22	12	3	7	40	30
	Burnley	22	11	5	6	48	44
of	Tottenham	22	12	2	8	52	25
ad	Bradford	22	10	4	8	57	39
	Southampton	22	9	5	8	33	28
	Bury	21	10	3	8	45	41
hla	Stoke	22	8	6	8	33	41
ent	Oldham	22	9	3	10	33	33
	Swansea	22	8	5	9	35	43
	Bristol C.	22	8	4	10	28	44
	Charlton	22	7	5	10	34	44

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HONGKONG TRADE.

ANALYSIS OF STATISTICS FOR NOVEMBER.

An analysis of the Colony's trade statistics for November, compiled by the Statistical Office of the Imports and Exports Department, given the following details:

Animals (Live).
The fluctuations in values of imports and exports of live animals have been very slight during the year, and the November imports of \$227,435 and exports of \$29,563 were up to average. Cattle and pigs declined slightly as compared with October.

Building Materials.
Indicative of the activity in the building trade the imports of building materials reached the highest level during the year at \$1,201,018 as compared with \$928,229 in October, while exports moved in sympathy from \$65,504 to the new high level of \$703,973.

Bricks and tiles increased slightly to 2,232,101 pieces (\$30,211). Cement imports continued to appreciate. 270,699 pieces (\$340,241) entering as against 208,991 pieces (\$245,094). Imports from Japan increased from 161,368 pieces (\$189,149) to 224,449 pieces (\$263,892). Exports totalled 226,242 pieces (\$315,726), the bulk of the export, 188,362 pieces (\$249,840) going to South China.

Hardwood imports remained steady at 103,960 cubic feet (\$122,006) while teakwood increased from 58,575 cubic feet (\$125,594) to 75,369 cubic feet (\$166,666), mainly from Siam. American pine jumped from 24,235 cubic feet (\$19,077) to 56,781 cubic feet (\$60,639), the Canadian share recording a huge increase to 38,201 cubic feet (\$37,698), the remainder coming from U. S. A.

Chemicals and Drugs.
This group showed a heavy decline, imports totalling \$442,667 as against \$648,129, and exports \$245,164 as against \$367,685. Bleaching powder imports increased from 650 pieces (\$13,276) to 1,613 pieces (\$26,286) while chloride of potash declined heavily to 2,287 pieces (\$38,940). Pharmaceutical products fell from \$276,339 to \$142,935, the British share of the import trade falling from \$57,321 to \$26,649, the German share also declining from \$122,732 to \$40,210; Germany's share of the total imports amounting to \$165,098 as

compared with the British total of \$78,844.

South China took \$112,800 of the exports and Macao \$40,056.

Chinese Medicines.
Although imports valued at \$2,646,431 showed a slight decline as compared with the previous highest figure of \$2,711,255 in October, the figure was well above the average for the year. Exports declined in sympathy to \$1,245,903. The bulk of the imports came from North China.

South China accounted for \$103,172 of the exports and French Indo-China \$188,034.

Dyeing and Tanning Materials.
This trade fell off heavily during November, imports amounting to \$468,101 as compared with \$727,017 and exports \$546,749 as against \$600,643. The British share of the imports fell to the negligible figure of \$3,761, while the German share declined from \$393,059 to \$186,434. Imports of aniline dyes (not including indigo) fell from \$202,837 to \$142,335, practically all coming from Germany.

Artificial indigo imports also fell from 1,873 pieces (\$266,991) to 1,308 pieces (\$142,428), the German share falling from 1,274 pieces (\$205,140) to 470 pieces (\$58,375). China took the bulk of the exports.

Foodstuffs and Provisions.
Imports under this head increased by \$1,500,000 to \$17,745,239 while exports declined from \$16,606,798 to \$14,792,663. By groups of commodities the figures for November were: Brans \$1,010,053 imports and \$777,645 exports; Fish and fishery products \$2,270,580 and \$2,041,464; Flour \$1,866,994 and \$1,629,138; Grains \$3,306,189 and \$3,196,594; Meats \$307,005 and \$16,810; Sugar \$5,019,605 and \$4,204,185; Fresh vegetables and fruits \$614,927 and \$387,872; Preserved vegetables \$276,197 and \$233,437; Miscellaneous \$2,412,969 and \$2,305,516.

Wheat flour imports recorded an advance from 97,845 pieces (\$850,365) to 166,856 pieces (\$1,416,809), the Canadian share of the trade increasing from 20,178 pieces (\$171,000) to 25,149 pieces (\$211,925). Imports from U. S. A. rose from 73,207 pieces (\$673,236) to 137,412 pieces (\$1,167,903), while the Australian share also increased slightly to 2,418 pieces (\$22,200).

White rice (Indo-China) fell slightly to 89,573 pieces (\$717,339), Siam rice falling from 164,801 pieces (\$1,291,416) to 98,762 pieces (\$772,932), reports from Siam stating that Bangkok exporters are holding out for higher prices. Saigon white increased from 129,342 piculs (\$1,184,328) to 181,380 (\$1,400,000), while imports from Hankow declined from 67,028 piculs (\$508,875) to 44,273 piculs (\$393,400).

Game and poultry imports fell from 438,344 birds valued at \$301,024 to 362,808 (\$282,101), beef and mutton imports both falling heavily.

Imports of unrefined brown sugar amounted to 137,834 piculs (\$917,830), a slight increase, while refined white jumped from 274,404 piculs (\$1,603,418) to 468,840 piculs (\$3,304,050). Of this total 463,412 piculs (\$3,233,773) entered from the Netherlands East Indies and 5,938 piculs (\$28,202) from Japan. Refined brown imports amounted to 226,901 (\$1,392,000), all coming from the Netherlands East Indies.

Fuels.
Imports of fuels registered the lowest figure for the year at \$681,358, while exports showed little change at \$711,020. Bituminous coal imports fell from 62,308 tons (\$830,807) to 33,083 tons (\$508,352), while firewood fell from 187,973 piculs (\$165,816) to 137,034 piculs (\$121,158). The bulk of the coal, 18,730 tons (\$313,846) came from Japan.

Hardware.
Hardware imports increased from \$390,214 to \$423,637, and exports from \$274,213 to \$298,169, the highest figure for the year.

Liquor (Intoxicating).
Liquor imports showed little change at \$358,437, but exports dropped by \$30,000 to \$154,271. United Kingdom accounted for \$121,416 of the imports, France \$48,179 and the Netherlands East Indies \$43,749. The bulk of the exports went to China.

Machinery and Engines.
From the lowest figure for the year in August, \$171,799, imports steadily increased until they reached a new high level of \$468,690 in November. Exports moved in sympathy and reached \$181,421, the highest figure for the year. The British share of the trade continued to improve, totalling \$298,345 as compared with \$266,320.

Manures.
Imports amounted to \$1,534,163 as against \$1,470,753, and exports \$1,079,076 as against \$1,870,980, the United Kingdom accounting for \$978,411 and Germany \$759,206. (Continued on Page 3.)

CHRISTMAS AND NEW YEAR GIFTS

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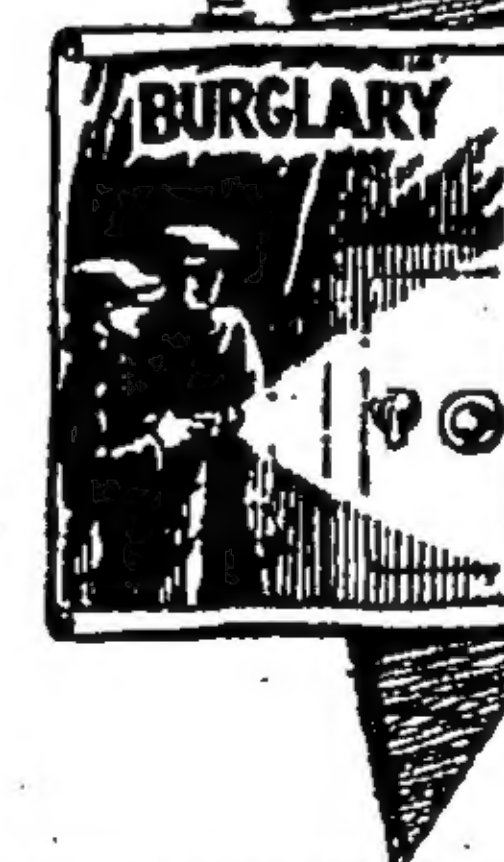
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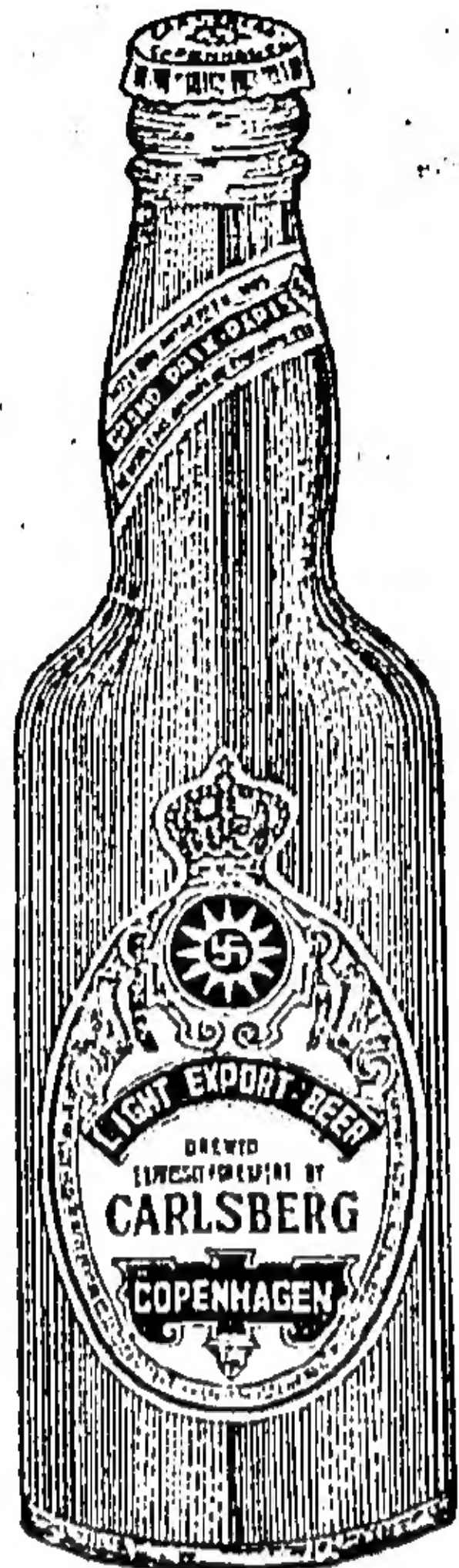
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HONGKONG TRADE.

(Continued from Page 2.)

Metals.
Imports recorded the highest figure for the year totalling \$3,172,300, as compared with \$2,601,210. Exports, however, fell from \$2,060,127 to \$1,538,499. The British share of the imports fell heavily from \$400,002 to \$201,407, while imports from the Straits Settlements reached \$875,417 (mainly tin slabs) from a negligible figure. The Belgian figure dropped from \$875,575 to \$458,770. Japan took exports value at \$374,473 as compared with \$177,000 in October.

Minerals and Ores.
Imports maintained the high figure of \$414,000, mainly on account of shipments of wolframite from South China, while exports increased by \$10,000 to \$107,700.

Nuts and Seeds.
Imports declined heavily to \$340,100 and exports to \$400,881. North China accounted for \$344,927 of the imports.

Oil and Fat.
Imports advanced from \$1,475,910 in October to \$3,597,006, but exports declined slightly to \$2,249,746. One shipment of petrol arrived from U. S. A., amounting to 773,736 gallons to a declared value of \$818,854 as compared with 211,266 gallons (\$211,266) in October. Fuel oil imports totalled 20,251 tons (\$201,461), kerosene 1,735,203 gallons (\$805,086) and paraffin wax 24,826 piculs (\$465,597). Of the total \$2,087,007 came from U. S. A., \$681,417 from the Netherlands East Indies and \$277,048 from the Straits Settlements.

Grains.
Imports dropped \$36,000 to \$143,277 and exports \$30,000 to \$196,143. The British share increased from \$52,422 to \$81,529, the German share dropping \$16,000 to \$32,129.

Piece Goods and Textiles.
From a peak of \$15,000,000 in September imports gradually eased off to \$10,303,642 in November, a figure well above the average since April. Exports fell out slightly to \$8,507,275. Imports of unbleached cottons totalled \$707,757; bleached cottons \$497,931; light cotton fabrics \$2,458,029; prints \$155,212; cotton sundries \$224,565; woollens \$1,462,673; silk \$1,289,517; miscellaneous \$3,616,958.

The British share of the trade declined from \$2,714,974 to \$1,927,693 and the Japanese from \$3,386,003 to \$3,341,402. The German figure fell from \$1,096,710 to \$418,617 and the Italian from \$700,618 to \$297,051.

Tobacco.
Tobacco imports fell from \$759,850 to \$594,166, while exports also declined from \$1,078,305 to the highest figure this year, to \$862,020. Cigarettes accounted for \$251,556 of the imports, and native prepared tobacco \$231,758.

Treasure.
Imports increased slightly to \$1,232,455, exports falling from \$9,188,711 to \$8,794,041.

Vehicles.
Imports doubled during November, a total of \$250,844 being recorded. Exports increased to \$121,715. Motor car imports increased, 21 cars valued at \$61,999 entering as compared with five valued at \$25,705, six valued at \$21,430 coming from U. S. A. and eight valued at \$21,395 from United Kingdom.

Wearing Apparel.
Reaching a peak of \$856,543 in October, imports fell to \$619,509 in November. On the other hand, exports reached the highest level for the year at \$1,326,417.

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"Bunch of Violets"
"Blue Lagoon"
"Golden Morn"



A.P.B.3

EXTRALITY.

WAICHAOPU'S NOTES TO SIX POWERS.

Important Notes are to be addressed by the Ministry of Foreign Affairs to the British, American, French, Dutch, Norwegian and Brazilian Governments suggesting that the negotiations concerning the abolition of extraterritoriality should be resumed as quickly as possible, reports a telegram appearing in the Shanghai Chinese press.

While details are lacking, the telegram says that the Notes request the six Powers to resume their negotiations for a settlement of the extraterritoriality question without delay as a year has elapsed since the National Government declared the abolition of extraterritorial privileges, but no result has been obtained.

The Notes, it is said, will express the National Government's hope that the six Powers will conclude new treaties with China on a basis of equality and reciprocity, bearing always in mind China's sovereignty, and judicial independence.

SAILOR DROWNED.

TRAGEDY OF BANGKOK NAVAL VISIT.

Bangkok, Dec. 10. Able Seaman Wilfred Vice, aged 22, belonging to Kent, was accidentally drowned after falling overboard from H.M.S. Petersfield to-day.

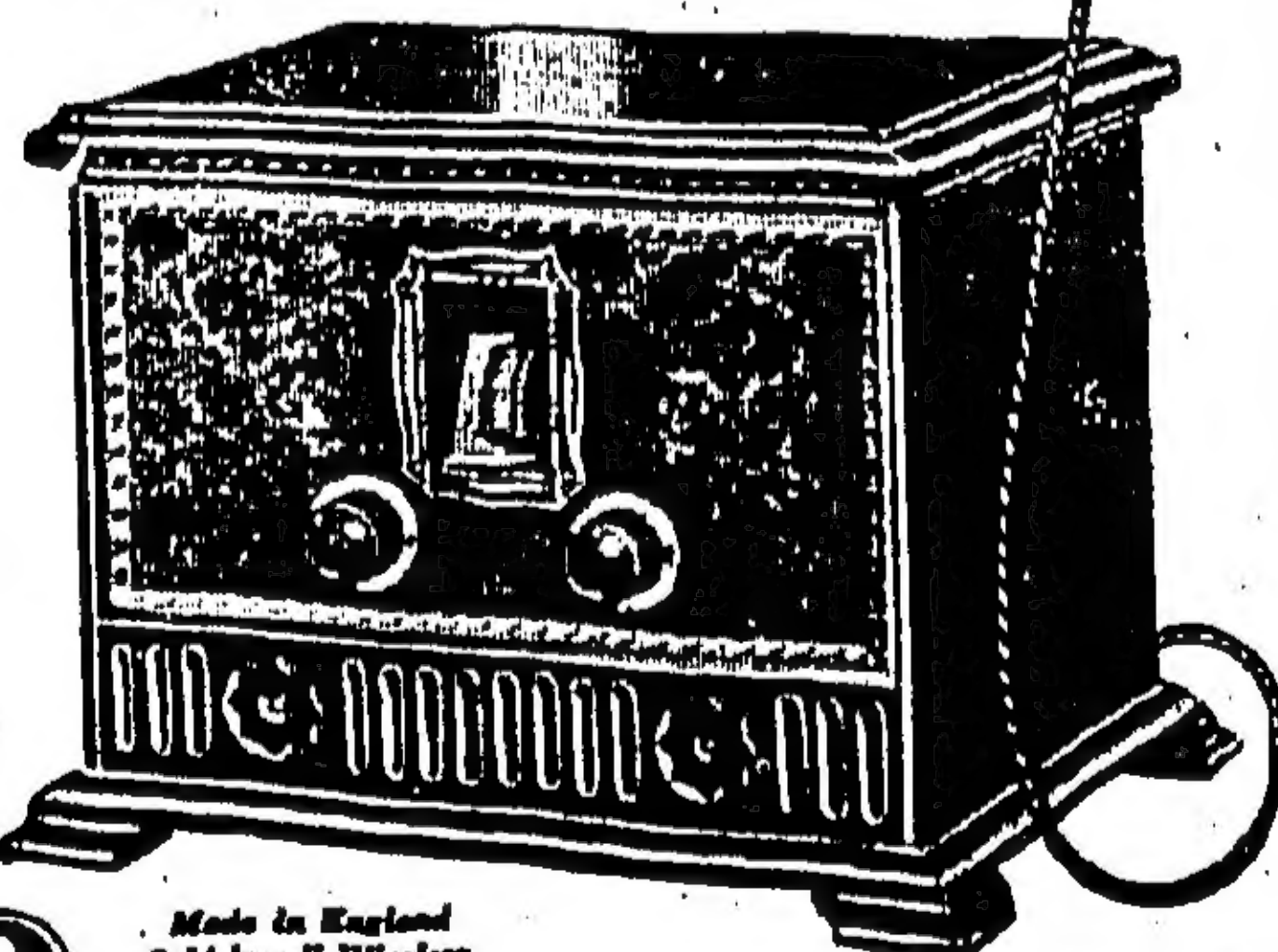
The news saddened the large company gathered at the Legation reception in honour of Sir Arthur and Lady Walstell.

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"Whilst in South India I contracted Dhooby Itch, writes Mr. S. H. Hawkins of Southwick, Essex. My skin was terribly raw, irritated and inflamed. When rubber bands and ordinary salves failed to cure me, regular applications of Zam-Buk at once cleared my skin of disease in fourteen days."

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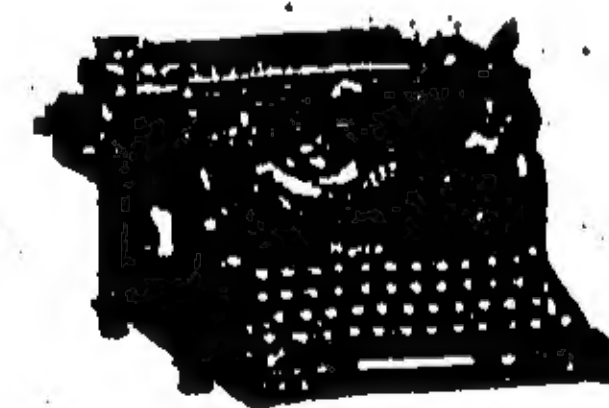
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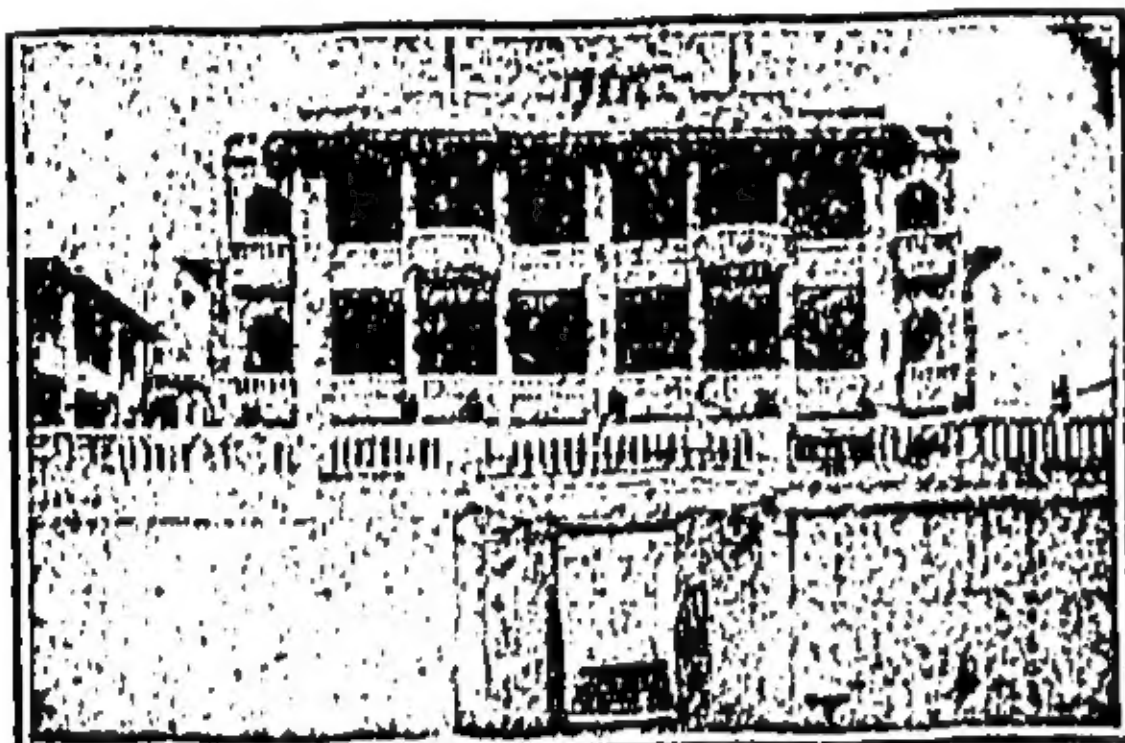
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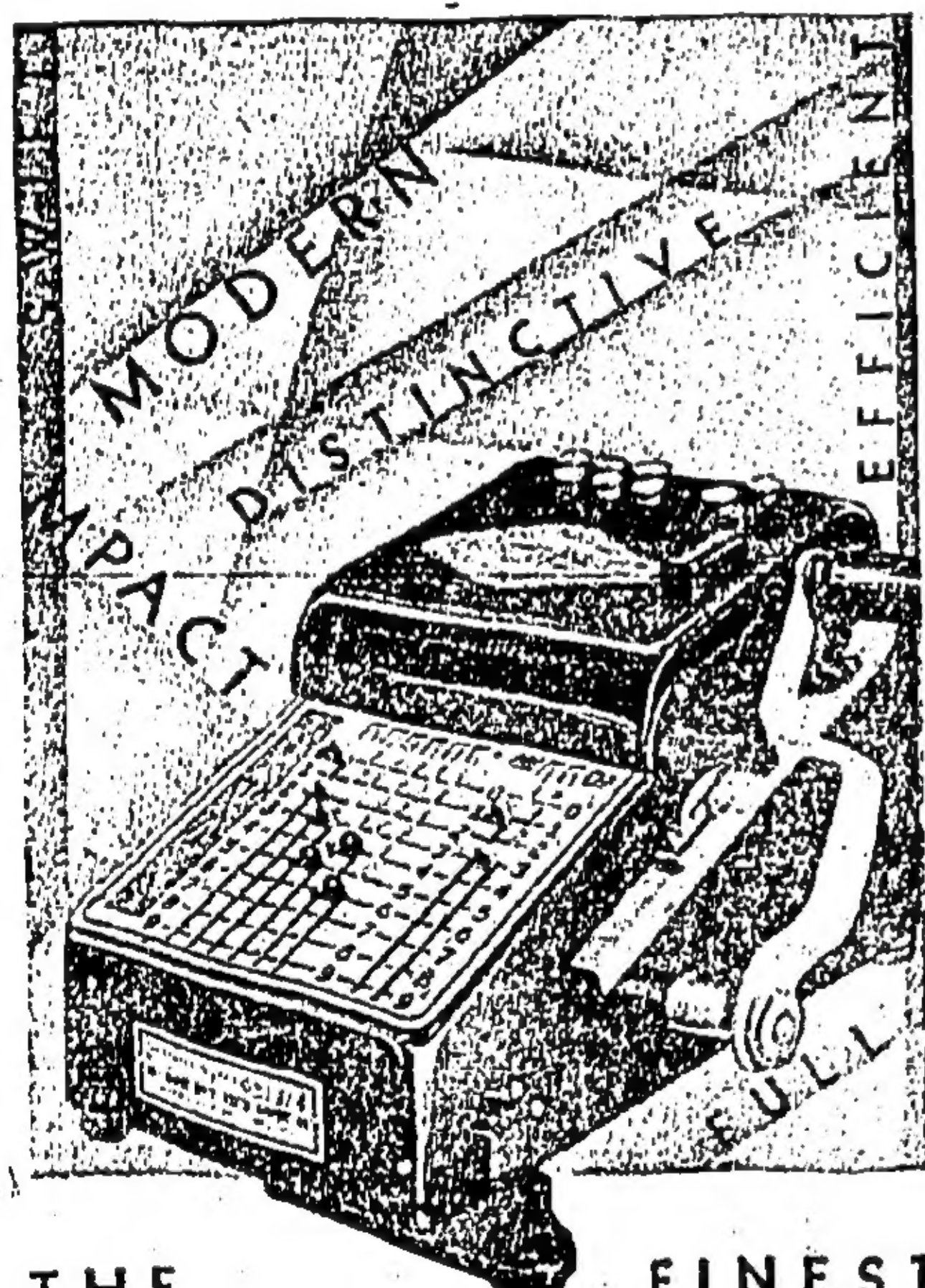
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WOMEN'S WORLD

FOR OUR LADY READERS.

YOUR CHILDREN.

[By Olive Roberts Barton.]

"He's learning to walk and he is into everything." Of course. That is nature's way because the period between his first and third birthday is the period of discovery.

A child begins to handle objects, hunts for new places, seeks new experiences.

The following table will probably interest the mother of a baby over one year of age or that mother with a younger baby approaching this interesting period.

Most children learn to walk between 12 and 18 months. Some, however, are more deliberate and wait until they are older. Soon after walking a child learns to sit down on a chair.

In the meantime let us see what else he is likely to do:

Begin to Imitate.

At 14 months he may be able to put a spoon awkwardly into his mouth. He learns to carry objects if he is walking. He may be able to say single words that means an entire sentence, showing the development of thought. He begins to show an interest in pictures and may recognize photographs of his sisters, brothers and parents.

At 15 months he learns comparison, noticing difference in sizes of similar objects. He learns new plays and begins to imitate.

By 18 months, or even younger, he usually can push or pull wheeled toys about. He may be able to drink from a glass holding it himself, can eat much better with a spoon than at first, and can control his motor nerves and muscles to the extent of being able to dance (keep regular time with his feet) to music.

At this age he can often find a

A Very Quaint Day-Dress.



Of Tudor inspiration is the engaging day-dress comprising a nigger-brown satin bodice with yellow lace collar, and a burnt-orange crepe de chine skirt. The bodice is piquantly charming with its front lacing, flared basque, and tight-fitting sleeves; and the skirt, falling in straight, full folds from the waistline, is as graceful as a skirt can be.

A Smart Gown.



A very elegant dinner-dress, with cutaway to match, is materialized in amber-coloured georgette, trimmed with flat bands and bows of self material sewn with small amber beads.

ENTERTAINING.

Made Much Easier at "Home."

Economy is said to be responsible for the popularity in Paris, of the continuous party, which has also been tried in London, where one given recently lasted over a whole week-end.

Instead of giving a series of dinner parties, a hostess provides only buffet refreshments of the sandwich order, and appropriate drinks, and the guests come when they can, wearing tweed clothes or evening dress.

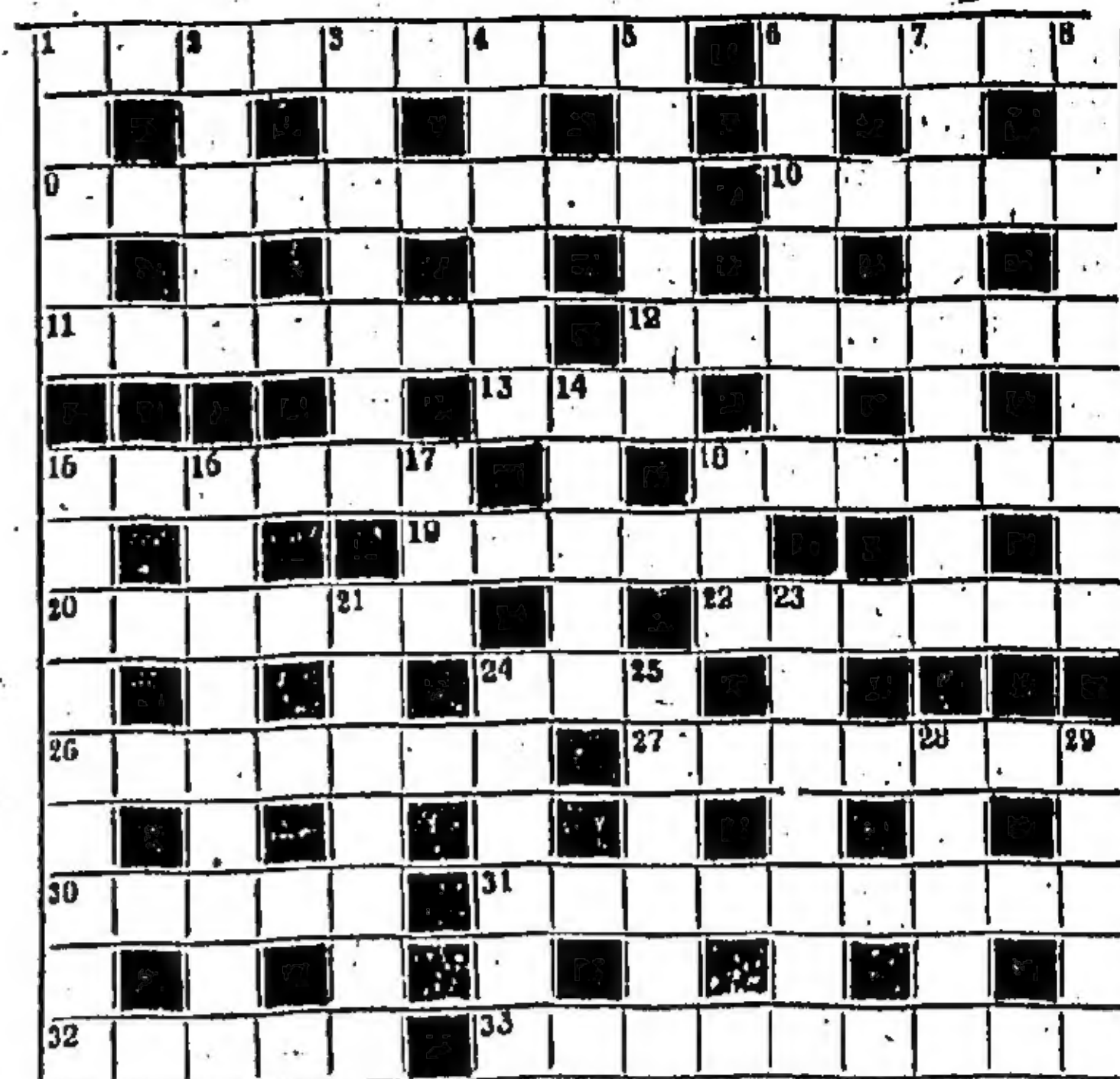
This method of entertaining has brought about many a jolly gathering of friends, and its informality is almost sure to recommend it to many to whom the trouble and worry of entertaining in more formal style is a more serious matter than the expense.

In these days of scarcity of maids, many a woman who is naturally most hospitable would welcome any plan which would make entertaining easier.

A baby in his second year (between first and second birthday) will play with all sorts of objects about the house as enjoyably as he does with his own toys.

His toys should provide activity and interest but must be safe and simple. His great urge is to explore the house and touch everything in it.

OUR BRITISH CROSSWORDS.



Across

- 1 "Gross rage" (anag.).
- 6 Pearl's mother.
- 8 A craftsman who sounds arty.
- 10 Language would often be inaccurate without this.
- 11 Now is the second part of the first part production—there's the rub!
- 12 Names a group of islands in the West Indies.
- 13 In company with a Knight, this Oriental dignitary sounds like twenty-four hours.
- 15 These are tip-top.
- 18 Good advice to those who would succeed.
- 19 Eskimo boat.
- 20 What kind of boat might one expect to find in a stable-yard?
- 22 Sink money in a tailor's waistcoat.
- 24 Nearly always, used in making beer.
- 26 Written (two words).
- 27 "Rob a cat" (anag.).
- 30 An ancestor of William the Conqueror.
- 31 The goal of the ambitious curate.
- 32 Quite a number in front of a cave are burdened.
- 33 The way in which those referred to in 18 across must work.

Down

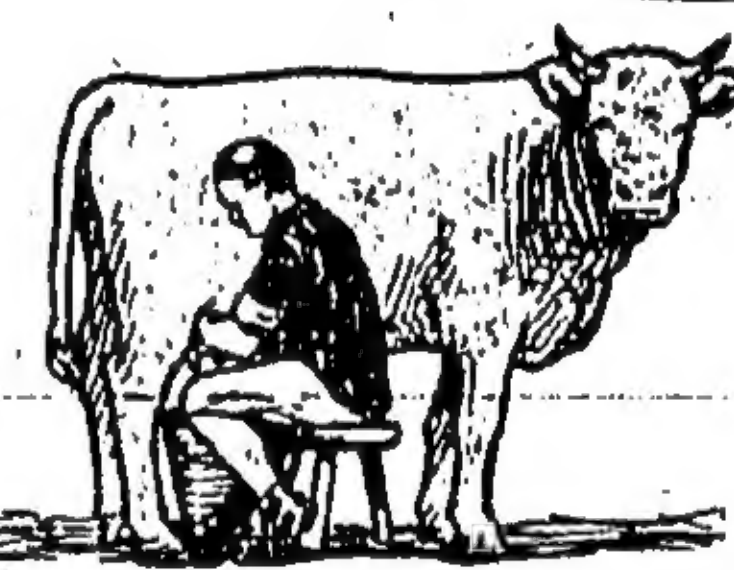
- 1 Sudden fear.
- 2 The entire inner portion of these doors has been eaten.
- 3 Picture framers and gardeners do this.
- 4 "Would ye learn the spell? — a mother sat there; and a — thing is that old arm-chair" (Eliza Cook, "The Old Arm-chair").
- 5 I give this clue, only very occasionally.

- 6 Behended, this is a slope—it is springing up.
- 7 A card in front of a mine will show a cuckoo-flower.
- 8 It will be wise and — to use this word.
- 14 Many a one used to leave his country for his country's good.
- 15 These homes stand in steadily increasing jeopardy.
- 16 "Lad met bet" (anag.).
- 17 This girl may beg.
- 18 Footwear that rhymes with plen.
- 21 A famous group in the Vatican.
- 23 Having parallel fibres—botanically.
- 24 Iant, his analysis terse and masterly, but won't Ena bless him? (hidden).
- 25 That which lifts.
- 28 One may bark soundly in this headgear.
- 29 The technical description of the correct condition of the patch before you apply it to the puncture.

Yesterday's Solution.

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FELLOW FELLOW
BESSEMER CUP
RETIRED GARRET
VIXENS ADAMANT
SARRETT RENOWN
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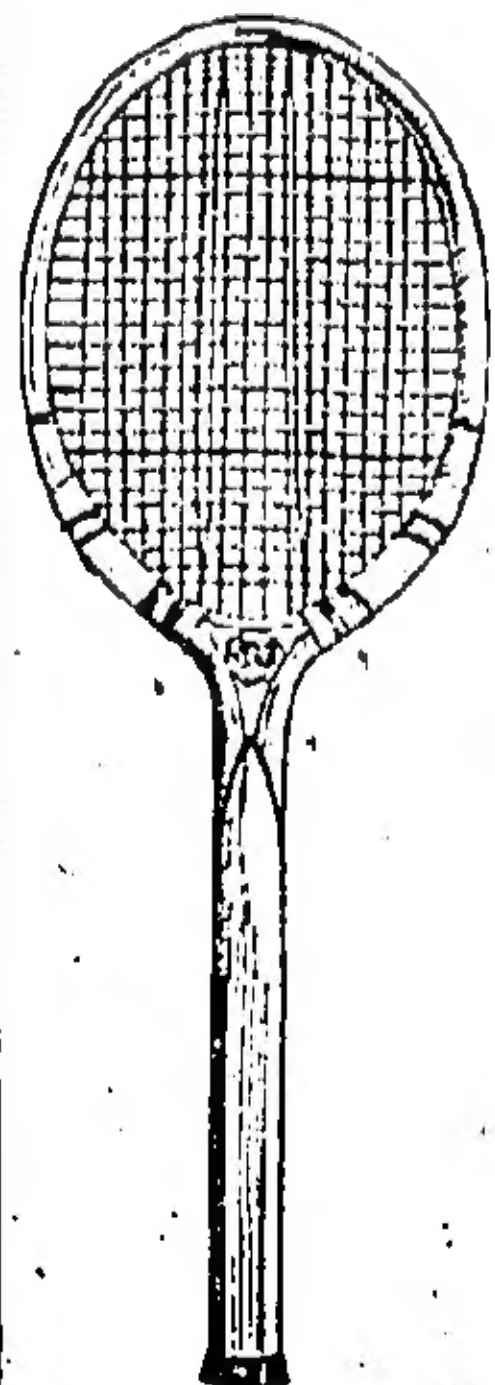
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MODEL NEW 6 cyl. 15 h.p.
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25, Queen's Road C. and Stubbs Road.

MARRIAGE.

Statt Kartens:
Lorenz Svendsen
Maria Svendsen geb. Dellinger
Vermählte
Hongkong, 27th, December, 1930.

BIRTHS.

LOWICK.—On December 26th, at
the Victoria Hospital, to Mr.
and Mrs. H. C. Lowick, a
daughter.FORREST.—At the Country Hos-
pital, on December 21, to Mr.
and Mrs. F. J. Forrest, a
son.MACGREGOR.—On December 21,
1930, at Country Hospital,
Shanghai, to Mr. and Mrs.
Norman Macgregor of Cin-
namara, Assam, a son.

The Hongkong Telegraph.

SATURDAY, DEC. 27, 1930.

THE LIKIN FARCE.

If there were the least prospect of the abolition of likin becoming effective as from January 1st, the date selected by the Nanking Government, foreign merchants would be quite prepared to reconcile themselves to the new Excise Duties which are to come into force on the same date. Foreign goods which come under the classification of the special tax now decided on are to pay the Excise Duty in addition to the regular Import Duty, but Nanking gives an assurance that no other form of taxes will be collected. This, however, is too good to be true. If we take the case of Kwangtung, we find the provincial authorities jibbing against the Nanking instructions for the abolition of likin. To make up for the loss of revenue under this head, the Central Government has decided to grant Kwangtung a monthly payment of \$250,000, but Canton has now asked that this sum be doubled; otherwise there will be a shortage of \$800,000 monthly. "Therefore," says a Canton newspaper, "whether or not likin can be abolished at the scheduled date depends upon the reply of the Central Government." If that is the attitude of Kwangtung, we may depend upon it that it reflects also the frame of mind of the officials of other provinces. The point which intrudes is that the provincial authorities are seemingly all-powerful in this matter, and that they can either ignore or respect the orders of the Central Government just as it suits their convenience. Evidently, what the provinces realize is that if likin and all other irregular taxes are actually abolished and the Customs revenues go to Nanking, they stand

to be the losers—their opportunities for "squeeze" will automatically disappear.

It is pertinent to recall that when China pressed for Customs autonomy, the Powers were strong in their representations that simultaneously with the grant of this right there should be a complete abolition of all other forms of imposts on imported goods. In 1923, when the issue was so much to the fore, the British Minister reminded Nanking of the announcement made in the previous year that, as soon as possible, the necessary steps would be taken effectively to abolish likin, Native Customs dues, coast trade duties and all other taxes on imports, whether levied in transit or on arrival at destination, and he asked for an assurance that goods having once paid the Customs Duties should be freed, as soon as possible, from any imposts of the nature specified. This assurance was given without qualification of any kind. If we revert to the announcement of policy to which Sir Miles Lampson was referring, we find Nanking definitely stating by proclamation that "once imported goods have paid the prescribed new duties at the port of entry, they will be freed from all further likin tax and other internal transit duties." Moreover, it was further emphasized that the National Government "is profoundly convinced that unless the obnoxious system of likin and duties of a like nature be totally abolished, the economic development of the nation cannot be realized."

Yet to-day the position is that whilst tariff autonomy has been granted and additional duties are about to be imposed, likin and all the thousand and one other irregular levies continue as before. What is of more serious concern is that there is no indication that they are likely to disappear, either. China to-day is absolutely honey-combed with taxes of every conceivable kind, practically none of the proceeds of which ever reach the Central Government. This fact is responsible not only for an illegal obstruction to foreign trade, but it is absolutely killing Chinese industry. Assuredly there can be no sound economic development or expansion in China until this curse is removed. Unhappily, by instituting new duties and at the same time not attempting to insist on the provinces obeying its orders, the Nanking Government is only aggravating the situation. The policy is utterly suicidal. But seemingly the demands for money and yet more money must be met, whatever the cost and whoever the sufferers may be.

A Ricksha Problem.

Shanghai's splendid response to the North China Daily News Rickshamen's Christmas Fund, which again finds sufficient left over from Christmas treats to finance the Ricksha Mission for another year, offers not too agreeable food for reflection by residents of Hongkong, where nothing is done for these people, or their colleagues in the lowest ranks of unskilled labour, the chair coolies. Whether or not Hongkong should follow Shanghai's example and organise for the amelioration of their lot by "private enterprise" is, however, another matter. In our view, it is a problem which should be tackled by the Government, and which is not very difficult of solution. The Mission in Shanghai provides refuge where the coolie can obtain warmth in cold weather, instead of sitting round becoming chilled to the marrow after a sudden change from brisk exercise to idleness. A similar organisation in Hongkong would not prove excessively expensive. Their again, considerations of humanity would seem to suggest that the Government might make it its duty to see that men who must, owing to economic conditions, make their living by acting as beasts of burden to fellow human beings, are not exploited as well, as they undoubtedly are under the existing farming system. It is computed that, on an average,

DAY BY DAY

HE WHO IS NEVER SATISFIED CAN
GIVE NO SATISFACTION TO OTHERS.—
Duke de Levis.

Special exhibition dances will be added to the New Year's Eve dinner dance attractions at the Hotel Cecil.

It was inadvertently announced in our yesterday's issue, that Messrs. Whiteaway, Laidlaw & Co., Ltd., would remain open until 5.30 p.m. to-day. The closing hour will, of course, be 1 p.m. as usual on Saturdays.

Owing to bad weather conditions, the Aero-Avian light aeroplane belonging to the Far East Aviation Co., which was recently flown to Shanghai from Hongkong, via Amoy, by Flying Officer A. V. Harvey did not leave for Nanking on Saturday. It was to depart on Sunday or Monday.

The condition of Sergeant J. J. Post of the Traffic Department of the Police Force, who was seriously injured in a motor mishap on Christmas Day, shows a slight improvement. According to information this morning he was semi-conscious, although still in a critical condition.

Passengers who left by Haksan Maru for Europe and way ports yesterday included Mrs. E. V. Palmer, Miss X. Fletcher, Prof. E. K. Trautman, Mr. S. Kudo, Mr. and Mrs. Wright, Mr. V. P. Gassile, Mr. L. M. Gassile, Mr. V. P. Safford, Mrs. Fern Hunt, Mr. Willy Riser, Mr. B. G. Olsen and Miss Mary.

A Chinese woman, Cheng Fung-chun, was charged before Mr. Butters, at the Kowloon Magistracy this morning, with having caused grievous bodily injury to her husband, Tung Yick, by assaulting him with a chopper on the head and face face in 335, Lai-chikok Road last night. On the application made by a police officer, the accused was remanded till Monday, as the injured man is still in hospital.

ricksha-pulling in all weathers shortens expectation of life by ten years. That a capitalist in the form of a farmer should be permitted to make much more than a comfortable living out of their sacrifices is pretty monstrous in this year of grace, and looking at it from every angle, we can see only one satisfactory solution, the coolie should own his own ricksha. He buys it now every six months or so, though his ownership is not recognised. Some means should be devised of allowing him to keep the fruits of his hard labour, and we do not see any grave difficulty in the way. The Government could manage it readily enough if they so desired by the simple expedient of purchasing the rickshas at their face value, becoming farmers themselves until the coolies by daily payments had purchased the vehicles and paid a reasonable amount of interest on the capital. A form of compulsory insurance would enable the coolies to replace decrepit rickshas every four or five years.

THE FUTURE OF SPEED.

Mechanical Forms That May Become Obsolete.

By JAMES DECIE.

THE manufacturers of a famous type of racing car have recently announced that they propose retiring from motor racing because they feel that, at the moment, there is little further to learn from speed contests.

Translated, this means that the few extra miles an hour which their experts might achieve by further competition work would not be worth the heavy cost.

Heading between the lines, it would seem that car speed has now reached the limit of usefulness. The same is almost true of the aeroplane, as we now know it. With petrol as fuel, the aeroplane is not a commercial proposition at speeds of more than 100 miles an hour.

Schneider Cup speeds are attained by machines quite incapable of carrying either passenger or cargo. All available storage space is used for fuel, and the engines drink petrol so rapidly that the flying range is very small.

Trans-Atlantic liners are so handicapped by lack of fuel storage that they usually finish the flight with a bare sufficiency of petrol.

In ocean travel the limit of useful speed has not yet been reached. For many years the Mauretania held the record for the Atlantic crossing. Some time ago the Bremen shattered the record on her first voyage, and her sister ship, the Europa, broke it again with a still faster time. Even so, the Europa travelled at less than forty miles an hour, whereas motorboat speeds run up to 100 miles an hour.

Ocean Journeys.

The next few decades will see a great increase in liner speed. Not only are the different nations competing; liners are also in competition with airships.

When ocean travel reaches its speed limit a deadlock will result in all branches of travel. Passengers will pay higher fare for speedier passages up to a certain point, but they will not bear the cost of the heavy expenses necessary to gain the extra few miles an hour at the top of the scale.

The late Sir Henry Segrave's record-breaking car cost £50,000. The car that breaks Sir Henry's record will possibly cost even more, and it may be less than five miles an hour speedier. Who pays for these experiments? The public, eventually. When the cost of speed gets too high they will prefer not to go any faster at that cost.

Eventually some genius will discover a new and inexpensive method of achieving even greater speed. Possibly rocket cars and rocket aeroplanes, now in the primary experimental stages, will inaugurate the next era of speed.

Rockets introduce a new, yet very old, feature of propulsion. They are independent of a medium. Ordinary aeroplanes depend upon the ability of the aircrew to push air backwards, just as ships' screws push water backwards.

The ordinary aeroplane would be unable to fly in altitudes where there is no air. Not so the rocket-driven plane. In regions of vacuum its speed would increase immeasurably in the absence of any air resistance. It may well be that the rocket-driven aeroplane will become the world's speediest form of transport.

Precious Time.

Will the present craze for speed

last? While the population of the world continues to increase and to congregate in cities, the urge for more speed will become even more pressing. We are only just beginning to realise the truth of the old saying, "Time is money."

Practically everybody is affected by speed. The clerk travelling to his daily work is wasting time which might be spent more usefully. The farmer getting his crops to market loses money for every hour of delay. The international business man on his way to another country chafes because his time is being spent unprofitably.

Every civilised person who works for a living is adversely affected by slowness of travel. Only those whose circumstances render them entirely self-supporting remain absolutely unaffected by speed.

As civilisation is shaping at the moment more and more speed will be essential, and where there is a sufficient demand there will always be a supply. The world is approaching an age of super-speed. Beyond that it is impossible to see. One can only suggest that there must be a limit to everything, and when the limit of speed has been reached there will arise some new principal, possibly on the psychological side of human affairs, that will render mere mechanised speed as obsolete as the dodo.

FUN AMONG SAVAGES.

Wonder at the White Man's
Clothes.

European clothes are the occasion of much surprise and admiration to the aridly clad savage who is unaccustomed to the white man's queer ways of covering himself up. Some of the recorded first impressions of this kind are very amusing.

The islanders of Hawaii, to whom the arrival of Captain Cook in his wonderful ship was like a bolt from the blue, described his crew and their unheeded clothes as follows:—"The men had loose skins, and there were openings in their sides for their belongings—openings which went far into their bodies; into these they thrust their hands, and they drew out knives, beads, cloth, nails, and all sorts of other things."

Here wonder is supreme; but sometimes the first encounter is actually terrifying. One of the early missionaries in New Guinea relates that when he touched at a hitherto unvisited part of the coast the first person to go ashore was a native teacher who happened to be wearing a bright red checked flannel shirt. The crowd at the landing-place fled in terror, but afterwards gained courage and came back one by one, explaining to the teacher that they had taken fright at his extraordinary red skin.

Gloves Off.

On another occasion the same missionary went ashore wearing gloves, and when surrounded by a crowd quietly pulled them off. Immediately there were shrieks of consternation from the bystanders, who thought he was stripping the skin from his hands.

Chalmers, during his travels in New Guinea, landed, he says, "and soon had an admiring crowd round me. I was dressed in white, with black leather boots. Some natives, more daring than others, would come up, touch my shirt and trousers, bite their fingers, and run away. Again and again this was done by the bold ones, who always eyed my boots. At last, after consultation, one old woman mustered courage, came up, and touched my trousers, and finally my boots. She was trembling all over, but—horror of horrors!—to add to her fear, I lifted my foot and pulled my boot off. She screamed and ran, and did not stop before she was quite out of sight."

There may be a bit of magic, too, about the white man's clothes. Amongst the Zulus certain early missionaries established reputations as rainmakers by putting on dark-coloured, thick cloths for comfort when raw, rainy winds began to blow. As plentiful showers usually followed, it seemed clear, by native logic, that the sombre garments were done by the white wizards in order to induce the skies to darken with rainclouds.

Native Taste.

Once the savvies have got used to the sight and feel of European clothing, admiration and envy usually take the place of fear and suspicion. But native taste in



No Cover Charge.

(Continued on Page 7.)

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"SIX" 70-horsepower
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Hongkong Telegraph.

Pictorial Supplement

December 27th, 1930.

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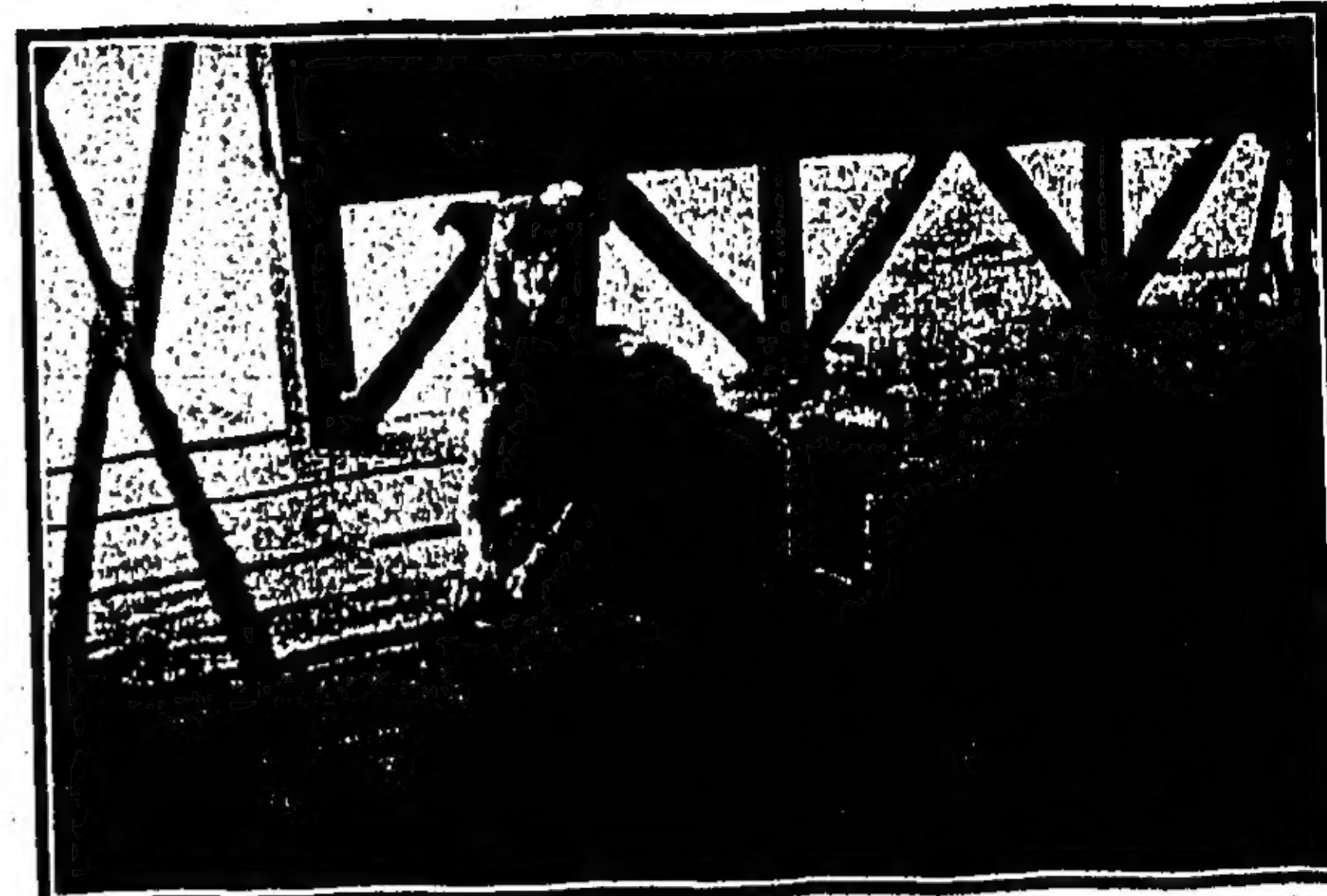
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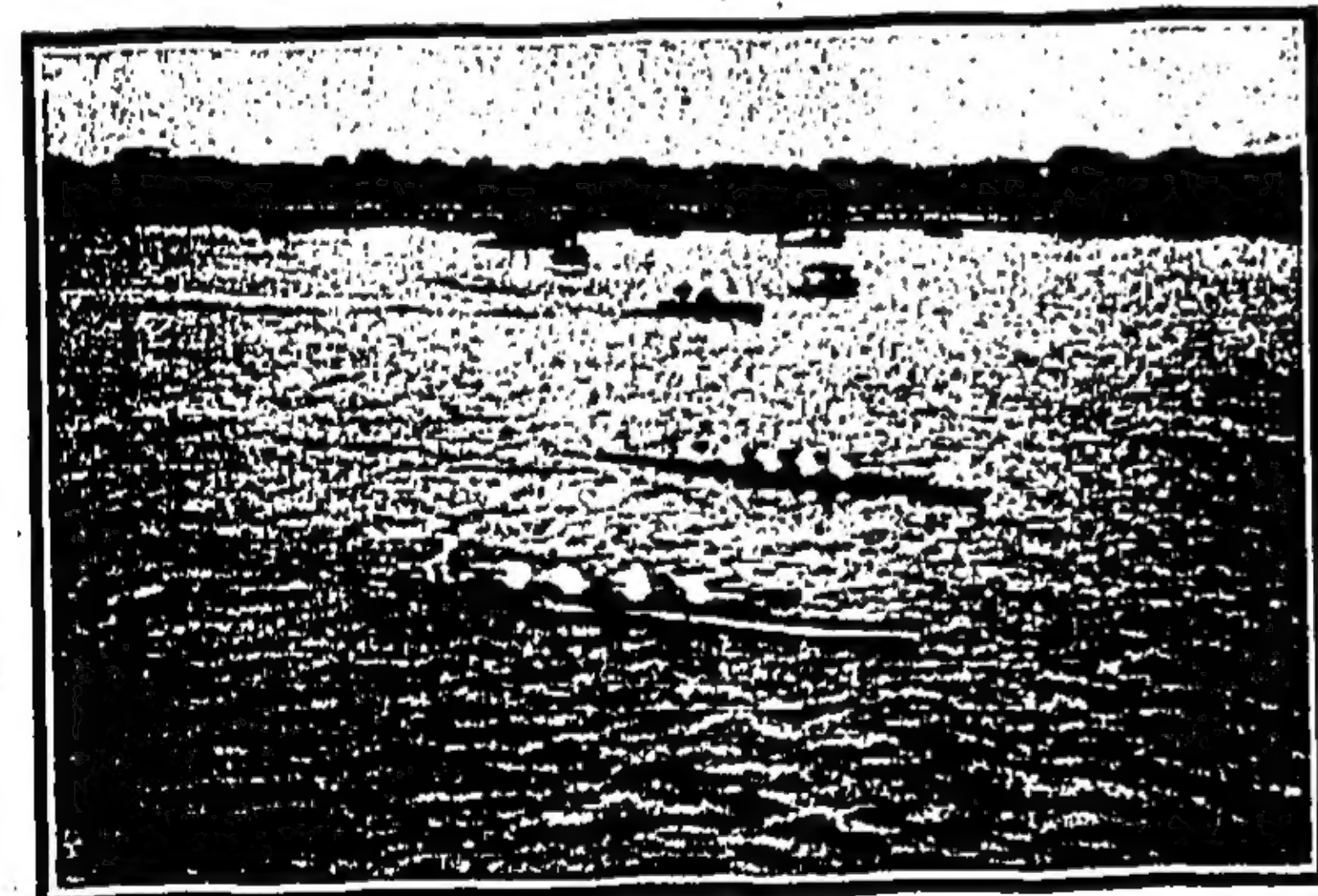
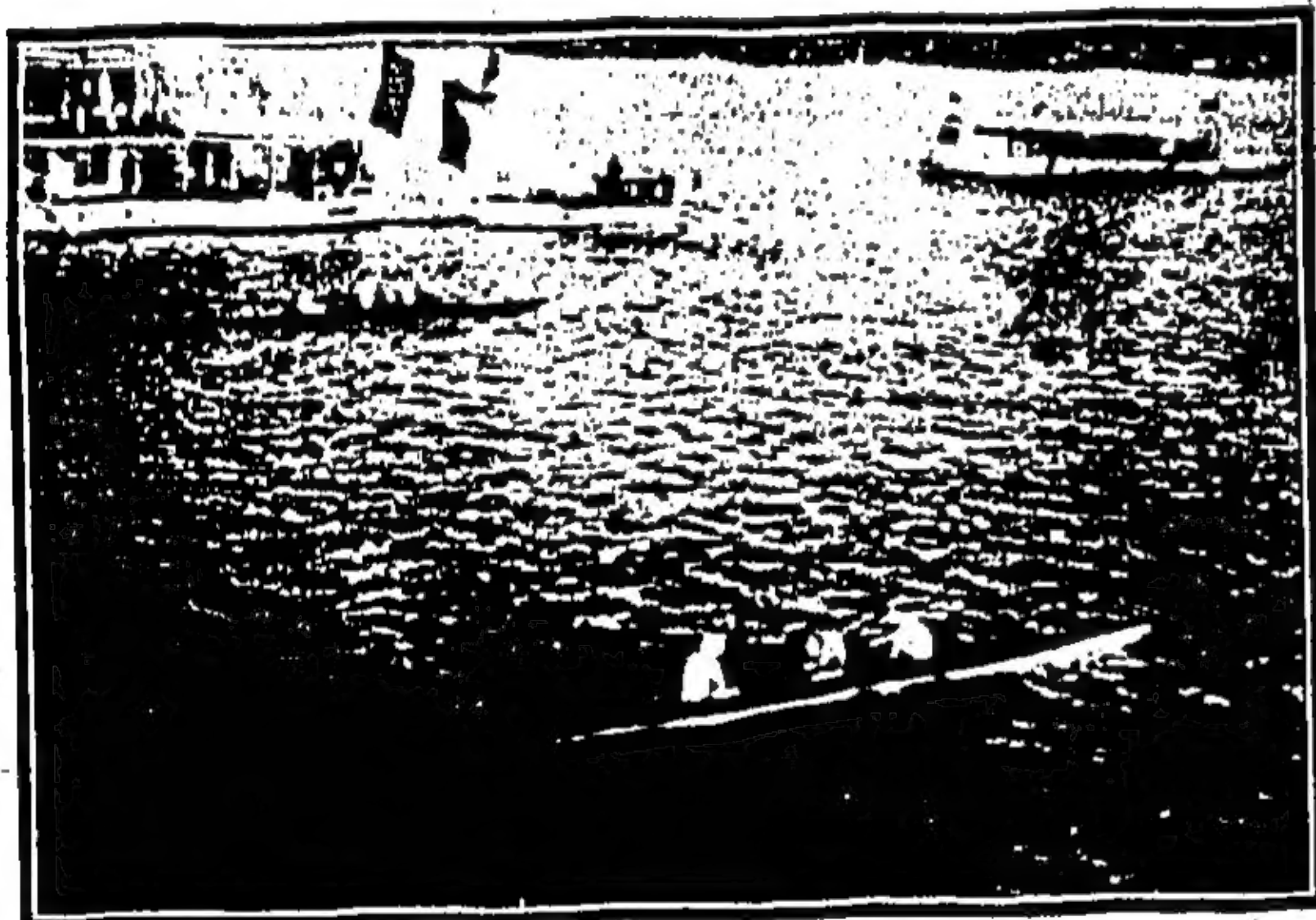
The Revs. E. Walter (left) and E. Fischle, the two members of the Basel Mission now in Hongkong who were held in bandit hands in the Swatow region for sixteen months. They underwent much privation whilst in captivity, but hope to return to the scene of their labours as soon as their condition permits. (Photo: Ming Yuen Studio).



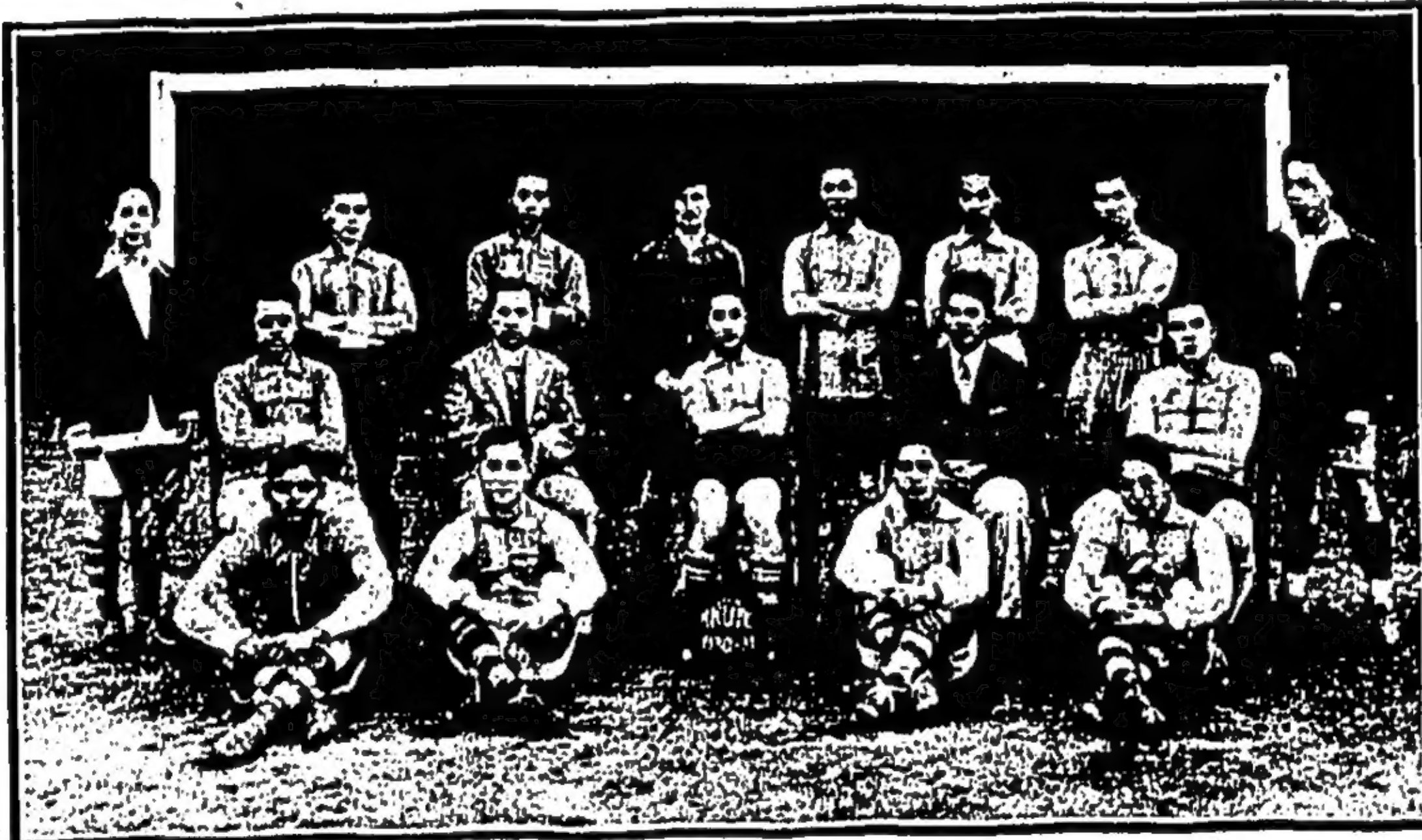
This group was taken on the occasion of the opening of the Tung Wah Eastern Hospital extensions at Sookunpoo. H.E. the Governor was unable to be present, owing to a riding accident, but the ceremony was performed by Lady Peel. His Excellency's speech being read by the Hon. Mr. E. R. Hallifax. (Photo: A. Fong).



The title of this picture, sent in by a Telegraph reader, is "His Master's Spirit." It was taken at a match held at Castle Peak.



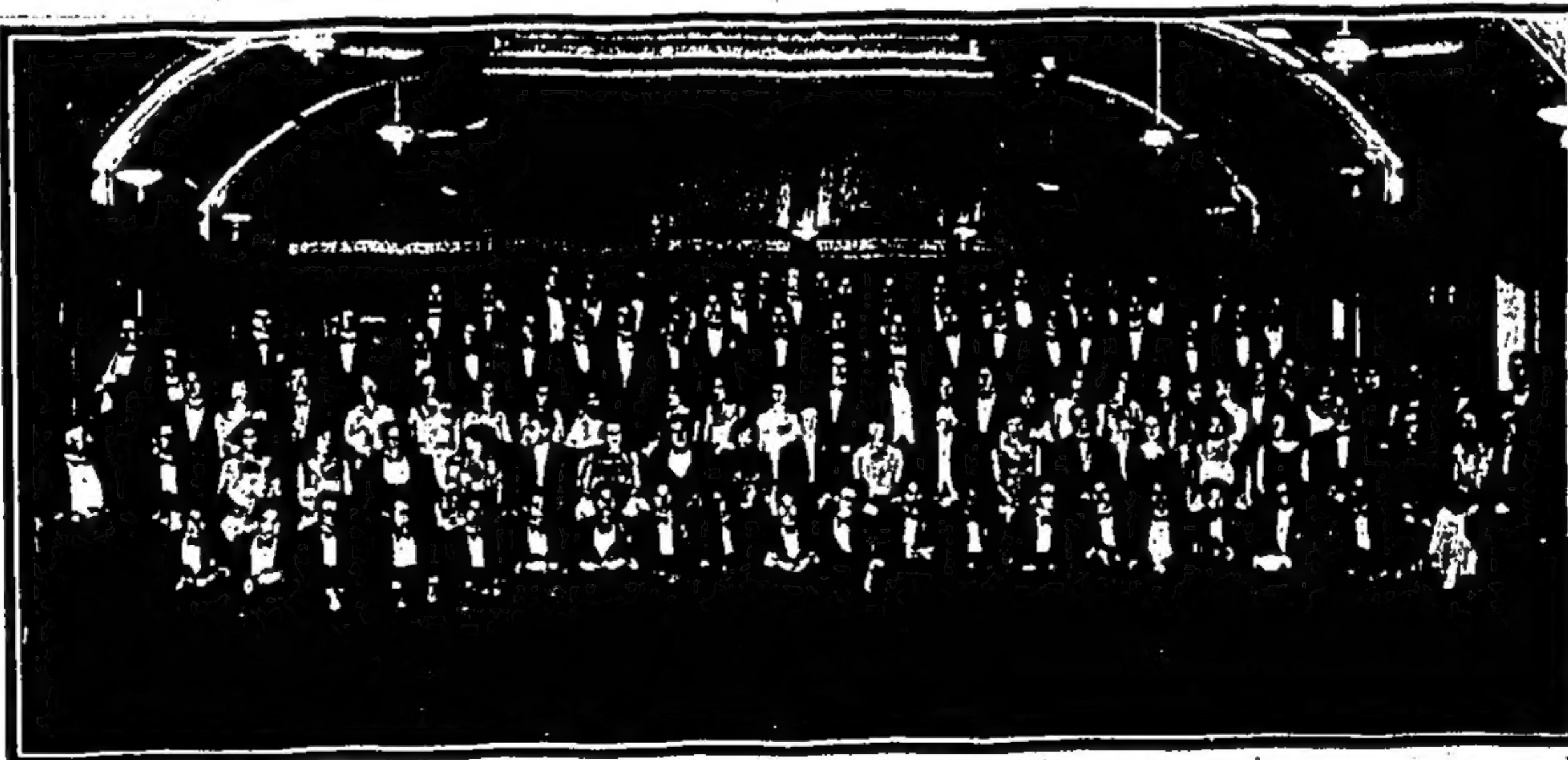
Two snapshots taken during the Interport Regatta between Canton and Hongkong at Canton. Top, the Senior Pairs crossing the line, the far boat (Canton) winning; bottom, the Junior Pairs for the Hongkong Telegraph Cup nearing the finish, the Hongkong crew, nearest camera, narrowly winning.



The Hongkong University Football Club's team is shown above. Left to right:—Back row: P. F. Yong, S. Reed, H. L. Lee, D. A. Oppenheim, H. N. Chung, K. Y. Lee, K. S. Lew, and P. C. Tan; centre row: H. T. Bee (Vice-Capt.), G. S. Scully (Chairman), S. L. Wong (Capt.), C. M. Lee (Hon. Sec.), and E. L. Harrison; front row: C. Candah, C. K. Tan, T. Y. Ong and P. P. Kho. (Photo: A. Fong).



Bridal group taken at the wedding of Dr. C. W. Lam, M.B., B.S., of Hongkong University, son of Mr. and Mrs. Lam Pak-sun, of Ceylon, and Miss Mary Woo, eldest daughter of Dr. F. P. Woo, M.B., Ch. B. (Lond.), at St. Stephen's Church, Hongkong. (Photo: A. Fong).



The Hongkong University Medical Society and guests at the annual dinner and dance in the Hongkong Hotel Roof Garden. The President (Prof. W. I. Gerrard), the Hon. Sec. (Mr. N. K. Law), Dr. and Mrs. Black, Dr. and Mrs. Y. S. Wan, Dr. and Mrs. Macgown, Dr. and Mrs. Arthur Woo, Mrs. Gerrard, Mr. W. W. Hornell (Vice-Chancellor), and Dr. and Mrs. Wellington were at the official table. (Photo: A. Fong).



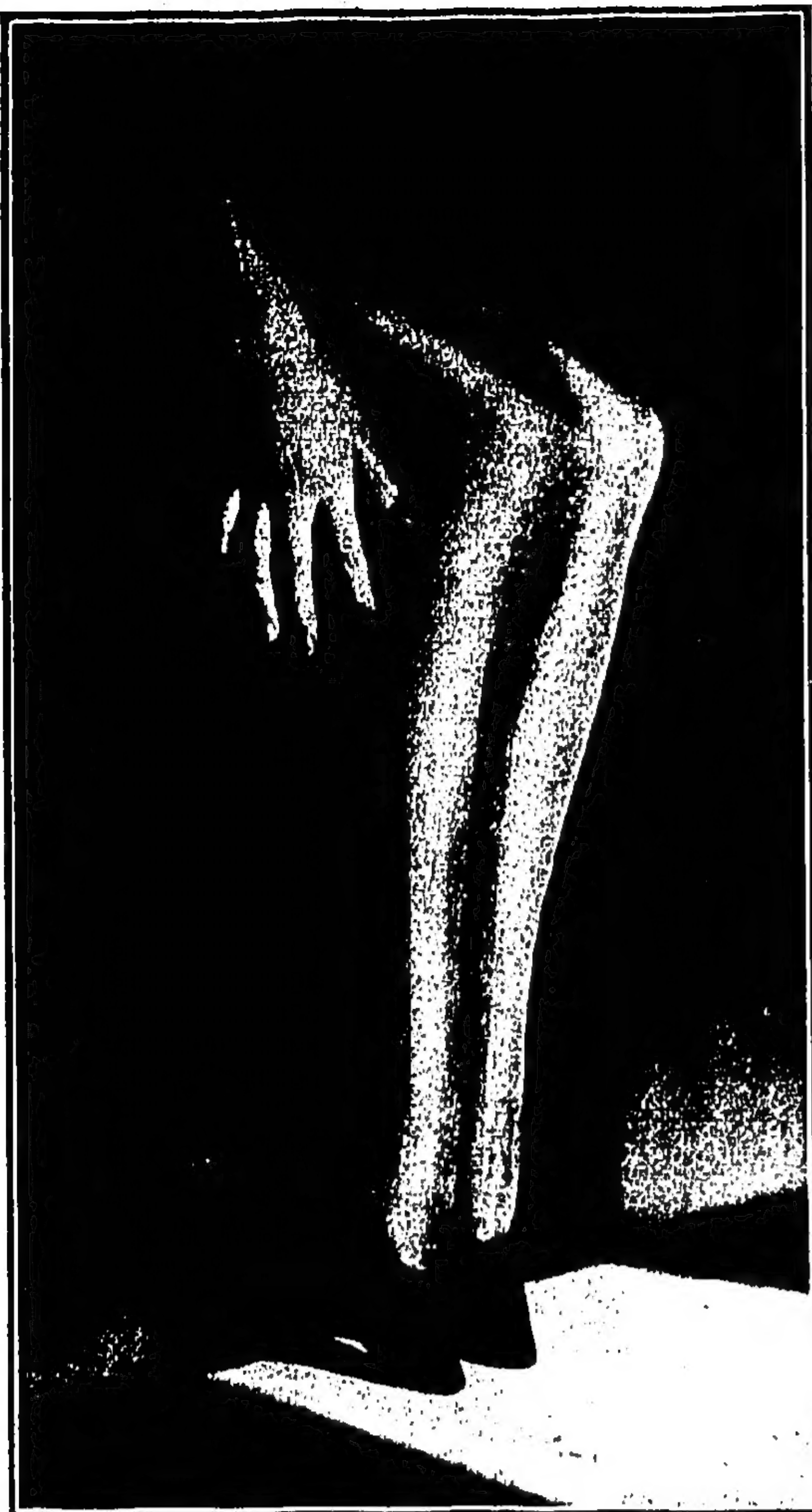
The Rotary Club of Hongkong was inaugurated at a dinner held at the Hongkong Hotel, when the above flashlight photograph was taken. There was a large and encouraging attendance, and the Club anticipates a useful career. (Photo: A. Fong).



The remains of the late Dr. C. Y. Wang, Professor of Pathology at Hongkong University, lying to state in the Great Hall of the University, just prior to the interment. Many sympathisers filed past and paid their last respects. (Photo: A. Fong).



Group taken at the wedding of Mr. B. Y. Frost and Miss E. P. Wallington, which took place at St. Joseph's Church, Hongkong, last week. The bridegroom is the second son of Mr. B. L. Frost, late of the Eastern Extension Telegraph Co., and the bride the older daughter of Capt. O. T. Wallington, R.A.O.C., and Mrs. Wallington. (Photo: Mac Ghegan).



THE QUEEN OF HOSIERY.
QUEEN'S HOSIERY STORE.
37, Queen's Road Central.

FLYING FOR WOMEN.
Many Learning in America.



Miss Margaret Perry, left, is shown above with some of her girl students at her aviation school near Los Angeles. She is a former New York society girl who grew weary of that existence.

California, which has more than a third of all the licensed women flyers in the United States, is beginning to wonder just how long it will be before the women step out and begin competing with men for jobs in commercial aerial transport service.

Approximately 200 women in America have licences as pilots, and 68 of them live in California. Since women have proved that they can fly ably, and since in other lines of work they have taken their places on an equality with male wage-earners, their entrance into the commercial field is expected in the near future.

As a matter of fact, they have already entered it, if not as pilots, then as managers.

Two Teach Aviation.

Four years ago Mrs. Twyla J. Kelley bought an aeroplane, rented an airport at Long Beach, and set up an aviation school for women. She hired a government-trained male pilot to do the teaching, and found pupils flocking to her standard.

A little later she bought more aeroplanes and increased the size of her teaching force. Now she

owns her own airport at Hawthorne, Calif., and her school is a pronounced success.

Another woman to succeed in the same line of work is Miss Margaret Perry, formerly a rich and idle New York society girl. Tiring of golf and tennis, Miss Perry took up flying as a diversion and quickly became an aviation enthusiast. She came to Los Angeles, and recently took over a large airport at Culver City, close to Los Angeles, and opened a school of aviation there. She also hires government-trained pilots to do the teaching, while she manages the airport and the school. Her school fits its pupils for the highest pilots' licences granted.

Other Fields Open.

Aviation is not the only new field that is opening for women. A certain big western railroad has adopted a woman "courier service" for its Indian tour trips and motor cruises on the main line of the railroad. On these trips, which take tourists through northern New Mexico, Arizona, Nevada, Colorado and Utah, four tourists ride in a machine accom-

panied by a driver and a woman courier, who acts as hostess on the trip, meeting the guests at the train and looking after their comfort while the tour is in progress.

Miss Henrietta Giff of Santa Fe, N. M., was the first woman courier. A graduate of the University of Chicago, she points out that a woman who wants one of those courier jobs must have a good education and must be thoroughly schooled in the history of the southwest, must know Spanish and must have a good knowledge of Indian arts and crafts. The railroad maintains a school of instruction at Santa Fe to instruct prospective couriers, offering instruction free, but requiring candidates to pay their own expenses. It now has 40 women couriers and plans to increase its force.

A Handwriting Expert.

Another unusual career for women was discovered by Miss Marjory Quigley of Los Angeles, who is a handwriting expert, working mostly on criminal cases. Asked what preparation is needed for such a position, she gives a resume of her own career:

"I first took a thorough course in penmanship. Then I was secretary and understudy for several years to Milton Carlinton, a noted handwriting expert. I worked with him in his laboratory and helped him on documents. I also gave considerable time to the study of law and of documents. This work can be done just as well by a woman as by a man, but to succeed she must give years of preparation to it."

Still another out-of-the-ordinary career has been found by Miss Mary E. Smith of Los Angeles, who specializes in managing political campaigns. She began her career as a reporter on a Des Moines, Ia., newspaper, got interested in politics and began doing clerical work for politicians. From that job she graduated to serving on committees, and in the course of time displayed such ability that she was made campaign manager.

THE KING OF ABYSSINIA.
STORY OF HIS MARCH TO POWER.



Ras Tafari, ruler of Abyssinia, is shown at left in his imperial robes. Lower right, the children of the ruler with a companion in the public park in Addis Ababa, left to right, daughter of the Governor of Karar, Princess Zahai, Crown Prince Asfahu and Prince Makonnen. The picture at upper right shows the ruler, his wife and eldest son.

On November 2 H. R. H. the Duke of Gloucester, representing King George, and delegations from other great European nations gathered in Addis Ababa, the capital of Abyssinia, to see the culminating point of a great, historical, almost Biblical drama—the coronation of Ras Tafari Makonnen as the Elect of God, King of Kings, Conquering Lion of Judah.

To say that the drama is almost Biblical is fitting, because the Queen of Sheba, who visited King Solomon in Palestine, is supposed to have been the monarch of Ethiopia or Abyssinia as it is variously called today. Furthermore, the Abyssinian royal family claims to be directly descended from the Menelik who was the son of the Queen of Sheba and Solomon.

Primitive in some ways, Abyssinia is nevertheless a country which has often impinged upon history. It is one of the oldest Christian countries in the world. Its church, an offshoot of the Coptic Christians of Egypt, dates back to the 4th century. In 1896, when the Italians in their land hunger tried to grab some Abyssinian territory, they got one of the worst defeats in their history.

Modern Biblical Drama.

But the real modern Biblical drama began in September, 1916. Old King Menelik died and had been succeeded to the throne by his grandson Lij Yasu. He was a scape-grace and he misruled his country. Suddenly the Shoon chiefs rebelled and placed upon

the throne Zauditu a daughter of Menelik and, therefore, an aunt of the deposed monarch. At the same time, Tafari Makonnen, her young cousin, who had led the rebellion and was only 25, was made regent and heir to the throne. Lij Yasu was captured, but was placed in the custody of a powerful chieftain with the distinct understanding that he was never to be delivered up to the regent. It was a regular case of a regular Old Testament intrigue.

The powerful chieftains, who were each virtual kings in their own sections of Abyssinia, thought they thus had things fixed. The Empress would watch Ras and Lij would be held as a card against both. Besides, a commanding position was held by their veteran friend, Fitaurari Hapla Giorgis, who, as Minister of War, held the army in his power. Thinking the Empress, the Regent and the ex-emperor thus neutralized each other, Ras Hailu in Gajjam, Dajazmach Balcha in Sidamo and Ras Gugsa, husband of the Empress, in his province of Begemeder, proceeded to do as they pleased.

Gathered Men and Arms. Ras Tafari was ambitious, patient and wise. He figured that what he needed was time, men, money and munitions. He let time work for him and he proceeded slowly and secretly to gather men, money and munitions. In 1926 the old War Minister died and Tafari acted with lightning swiftness. He made himself governor of the provinces the old man had ruled. He ordered

Balcha to come to the capital. The latter obeyed, but came with a small army. He swaggered, but he did not know his man. Ras Tafari and his own army surrounded Balcha's and that ended one chapter.

The Empress, alarmed by this, plotted a stroke against the Regent, to be carried out by her own household troops. Ras Tafari knew all about it. In a few hours he squelched the whole scheme. The Empress recognizing her defeat, promptly proclaimed Ras as Regent, named him Negus and had him duly crowned as such on October 7, 1928. From that time on Ras Tafari determined to have the game as well as the name. He consolidated his position. A little over a year ago he felt so secure that he made a trip to Europe, visiting London and Paris among other places. Like a Biblical king, he brought presents of lions for King George and other heads of states.

Well Equipped Army

But he kept his shrewd eyes open. He saw the beauties of machine guns and aeroplanes in case of trouble with any of the fractious chiefs. Very quietly some of these inventions of the men of the west were shipped into Addis Ababa. Last March Ras Tafari, once more back in his own country, ordered Ras Gugsa, the husband of the Empress, to suppress some rebellious mountain tribes near his territory. Gugsa not only failed to do so, but spread the reports that Ras Tafari was a Catholic and not a good son of the

Abyssinian church. Ras Tafari, who had largely favoured the Abyssinian Bishops, was easily able to refute this.

Before the people of Abyssinia knew what was doing, he had marched a strong army into Gugsa's territory and gave that gentleman and his troops the surprise of their lives. They not only had to fight troops armed very much as they were themselves, but suddenly from the skies there swooped down on them aeroplanes piloted by Frenchmen who mowed down the hostile forces by rapid machine

gun fire. The whole thing was over inside of two hours, Gugsa being among the killed.

Two days later the Empress died. Some whispered she had committed suicide. Others whispered Ras Tafari had had her put out of the way. The real truth seems to be that she was very ill of pneumonia and the news of her husband's misfortunes and death put the finishing touches to her.

At any rate, Ras Tafari at once acceded to the throne and at present at least there is none powerful enough to dispute his claims.

COLOGNE'S FINE CATHEDRAL.

Took Six Centuries to Complete.

Its towering spires (515 feet high) overlooking the Rhine, the Cologne Cathedral is considered the finest example of decorated Gothic architecture in Germany.

This great structure stands on the site of a church constructed in the ninth century. The first building was ruined by the Normans, was rebuilt but was destroyed in 1248 by fire.

The foundation of the present cathedral was then laid by Conrad of Hochstaden (archbishop from 1238 to 1261). In 1322 the new choir was consecrated.

Took 600 Years to Build.

After Conrad's death, work of constructing the cathedral advanced slowly, and it was not until the latter part of the 19th century that the twin spires were finished. The former Emperor William I celebrated their completion. The cathedral is a strange combination of medieval and modern workmanship.

Visitors marvel at the massiveness of the structure. Its main room is 130 yards long and 148 feet in height. Fifty-six staunch pillars rise straight and true from floor to roof. There are almost innumerable statues, paintings and other works of art. Perhaps the finest is the great painting of the Adoration of the Magi in the chapel of St. Michael, executed by Stephen Lochner in the 15th century and said to be the finest example of early German art to be found in the world.

Also noteworthy are the five 16th century stained glass windows in the north aisle, which rank among the best work of the Middle Ages.

Kaiser Prayed There.

It was—to Cologne Cathedral—that the Kaiser came on March 18,

1918, on the eve of the German offensive that was expected to smash the Allies.

A Dutch newspaperman, who was present, wrote:

"There were only a few persons in the building. Under high arches and in spacious solitude the Kaiser sat, as if in deep thought, before the priests' choir.



Cologne Cathedral.

Behind him his military staff stood at a distance. Still musing as he rose, the monarch, resting both hands on his walking stick, remained standing. Immovable for some minutes. I shall never forget this picture of the musing monarch praying. In Cologne Cathedral on the eve of the great battle."



DURING the coming winter months you will arrive home tired and weary from the day's work and exhausted by exposure to wind, rain, or fog.

Then it will be that the glowing fire and your cup of delicious "Ovaltine" will be most welcome and comforting. Your fatigue will disappear, your nerves soothed and there will be no ill-effects from the unpleasant weather conditions through which you have come.

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Clothes For Christmas

Good little girls who look in the store windows these days may not believe in a Santa Claus, but at least they wish there were one!



I. Jean Patou performs a neat Christmas trick with this beige marocain... apparently simple, it is nevertheless tremendously intricate in design.



II. knitted frock with a tunic blouse, jabot and collar of a pique knit. It's by Peck & Peck, and it's blue.

by Julia



III. the Haas Brothers party frock above is a glamorous black taffeta with green and gold brocaded leaf.



IV. a pocket something like your grandmother's features this William Bloom ensemble of tweed knit frock in red and black, with a jaunty little sealskin jacket.

IMAGINE finding a perfectly beautiful dress in your Christmas stocking—so to speak! Wouldn't it make the most disillusioned of you believe in Santa Claus?

Maybe the family is just waiting for a hint as to what to buy you. Be it father, brother or husband, a serious Christmas shopper deserves a hint or two.

Since it is a gift you are looking for, you should pick something that you have been wanting a long time or else something glamorous and entirely extra, something that will dress you up and set you up.

I. FOR those red letter days, I should like to call your attention to an exquisitely cut beige marocain frock with the new double peplum over the front, one hip and the back. It is a beautifully-cut garment, seemingly simple, but do not be deceived. Nothing that makes you look like such a lady could be turned out in just a second.

There are pleats in the skirt below the peplum which keeps the shorter front basque movement from cutting the figure. The bloused waist, straight sleeves with extra strapped cuff running back to the elbow and bias fold neckline is all very graceful.

II. AND now along comes the extra little sports or office dress that you may have been wanting a long time but could never see your way clear to buying.

It is a tunic knitted frock, with a self belt to hold the tunic into the waistline. The frock itself is a violet blue, a lovely new shade, beautiful on certain complexions and certain persons. There are webbed stitches at the wrists, for fine fitting, and a little line of two tones of lighter violet blue lighten the top of these. There is a knitted collar in the two tones of lighter violet blue, and a little jabot.

III. IF it is a party frock you've got your eye on the lookout for, do have a look at the new and absolutely glamorous black taffetas with figures woven into them.

If you are young, and have twinkling, dancing feet, you will cast an envious eye on a little Maggy Rouff dancing frock made of lovely black taffeta of this kind, with little green and gold leaves woven into it.

The gown is simply made, it needs no adornment save its own material, and it has a simple bodice with shoulder straps and one of those even floor length skirts with extra side fullness. It has a little stitched gold belt.

IV. IF you haven't a short fur coat you'll welcome any dress that needs one to complete the ensemble. There is chic and youthfulness and everything else needed to make a merry Christmas in this striking ensemble of tweed knit frock in red and black, which William Bloom has designed for wear with a little sealskin jacket. It makes the coat divide its honors with the dress.

The bow trimming and collar of the dress are trimmed in leather, the pocket is edged in leather, and there is a leather belt and buttons. The skirt of the frock chooses an unusual one-sided effect, with the pocket at the right.

The dress is admirable for spectator sports or street wear. The sealskin coat further enhances its charm by a lining of the dress fabric.

V. IF you are fairly well supplied with working clothes and evening party things, you still may feel the lack of just the right thing to wear to matinees, bridge parties, nice luncheons and tea in town.

Patou makes just the thing for you, a beige soft wool semi-formal suit, with a little jacket made not quite fitting but slightly flaring, a velvet skirt and matching flat crepe blouse.

The coat has new shaded beige astrakhan, making a conservative roll collar that proceeds to form a double facing down the front of the coat and then to round the cutaway edges and make a border to the whole lower edge of the coat. It is reserved, but not too staid.

There are shaped cuffs of astrakhan. And to complete the suit, a muff of the astrakhan is made in a soft, circular cushion style which is somewhat reminiscent of the days when grandma was a girl.



V. for this semi-formal afternoon ensemble, Patou chose a soft wool in a new shade of beige, trimmed with astrakhan fur and topped by a matching taupe hat.



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Pictorial Supplement

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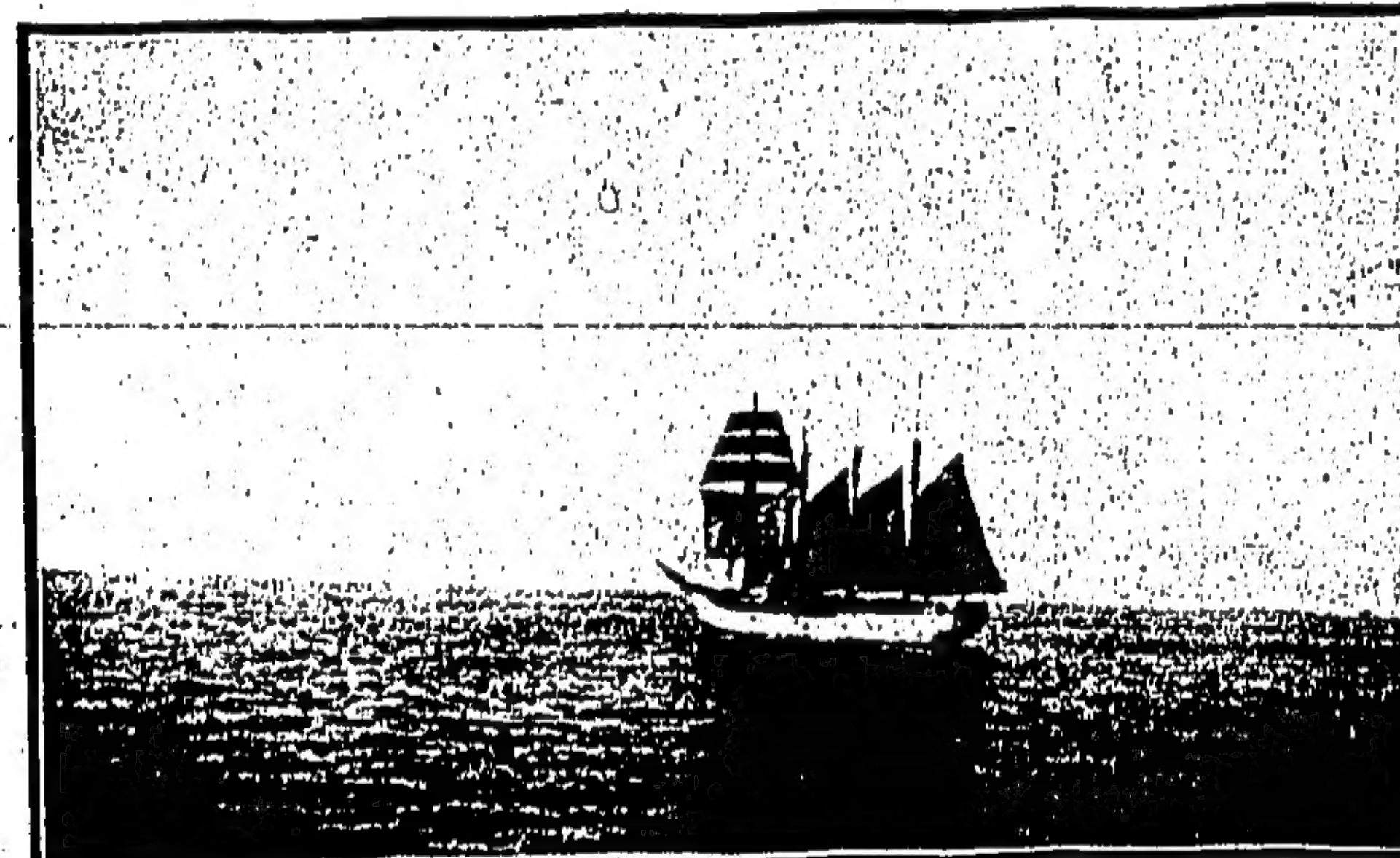
The Hon. Mr. E. R. Halifax reading His Excellency the Governor's speech at the opening ceremony of Tung Wah Eastern Hospital extension last week. Owing to an injury to his knee, Sir William Peel was unable to be present. (Photo: A. Fong).



Above are two scenes from "International Varieties," an entertainment given by the Girls' International Club in aid of a Popular Education Fund in the hall of the Y.W.C.A. last week.



A most effective physical culture display was given by students of the Diocesan Girls' School in Kowloon last week. Above are seen two of the items of the programme which greatly delighted those present. (Photo: Mee Cheung).



The Spanish naval training ship Juan Sebastian de Elcano, which was in Hongkong last week during the course of her tour, is here shown in full sail.

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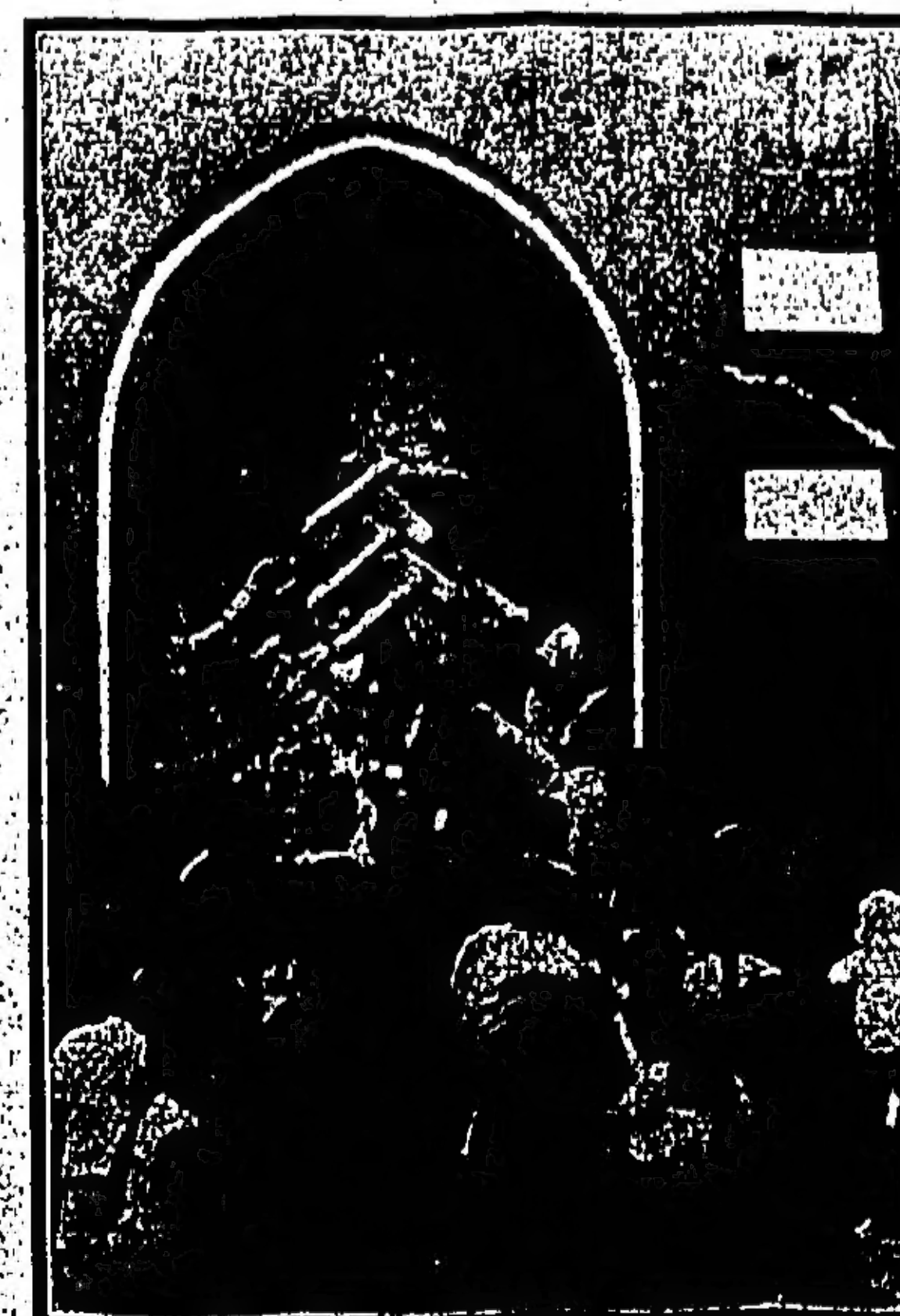
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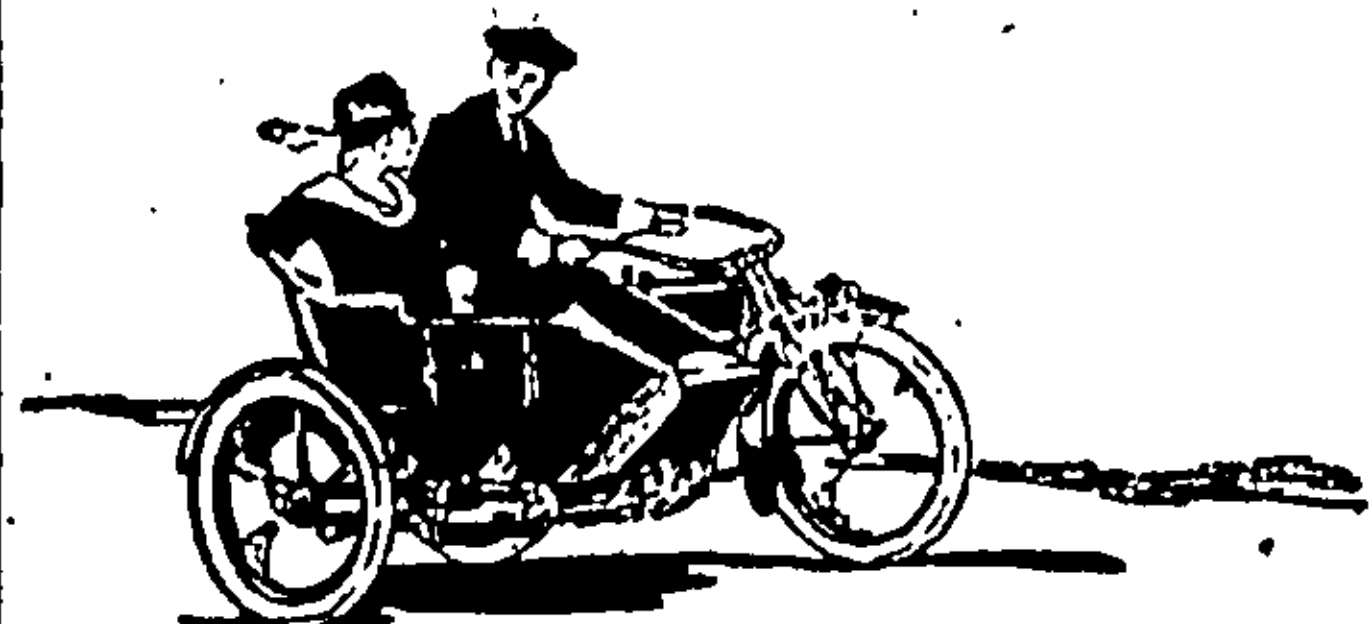


A good work is done by the Berlin Mission at Fong Chuen, Canton. The above photograph, recently taken, shows members of the staff and other helpers.

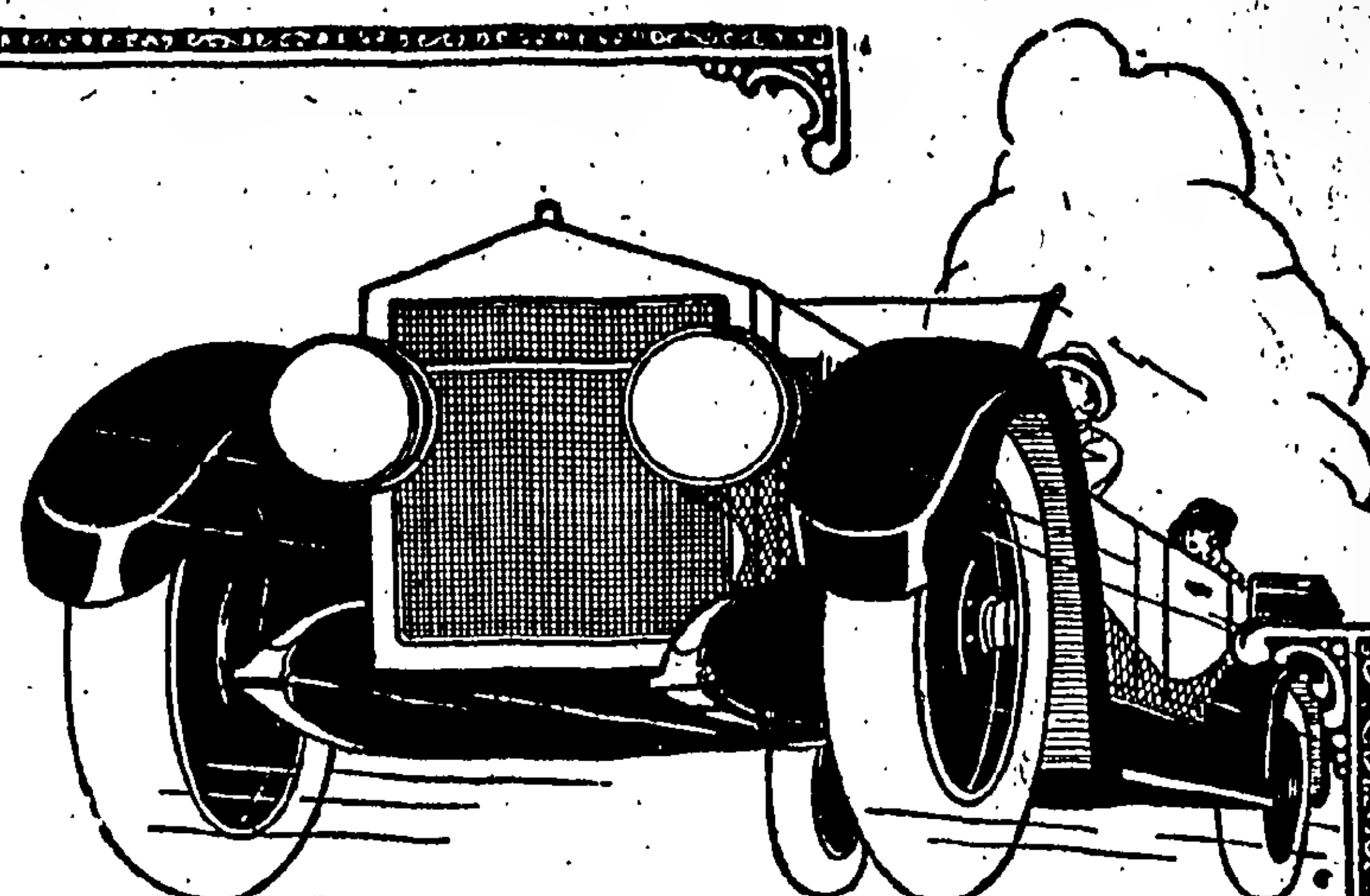


Dr. C. W. Lam and his bride leaving St. Stephen's Church after their wedding, passing under an arch formed by cricket bats. The bridegroom was Captain of H.K. University cricket XI in 1926-27. (Photo by University Amateur Photographers Society)

MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH.
SATURDAY, 27th. DECEMBER, 1930.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



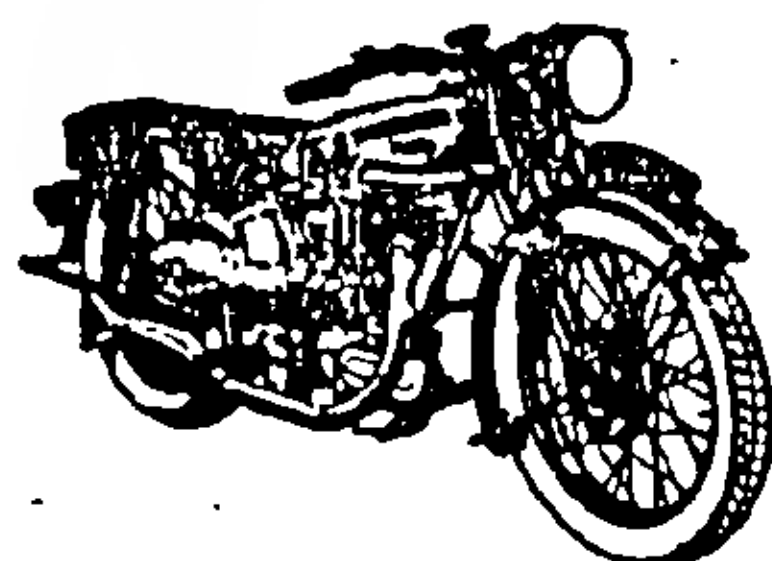
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SPARE PARTS
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NOTICE

TO
ADVERTISERS
All advertising to be
inserted in this Motor
Supplement, must be
delivered not later
than 2 p.m. on the
Wednesday of the
week of publication.

THE NEW UNAPPROACHABLE NORTON



Model 20 Two-Port

THE MOST UP-TO-DATE
MACHINE AND THE
CHOICE OF THE
CONNOISSEUR.

Inspection Invited

SINCERES

SOLE AGENTS

\$2 A PIECE.

London's Open Air
Market.

NEW STREET SCENE.

[By James Dunn.]

Motor-cars are almost as cheap as
mongrels if you know where to
buy them. A car guaranteed to go
may be picked up for a couple of
pounds.

Warren-street, off Tottenham
Court-road, W., is the "dog-row"
for decrepit cars that are lined up
in the street like bargains on the
stalls in Farringdon-road.

Changing London is demon-
strated by this open-air market of old

MOTOR-COACH SPEEDS.

Problems Under the
Road Act.

30-MILE LIMIT.

The operation of the new Road
Traffic Act presents a big problem
for motor-coach services.

In little over a month's time the
speed limit of 30 miles an hour
will be enforced, and coaches
exceeding this speed at any
point of their journeys will
run the risk of prosecution.
Inquiries at the Ministry of
Transport revealed that the Min-
istry has said the last word on the
matter. "Now that the law has
been passed," an official said
"it will be up to the police to see
that it is enforced."

The general opinion appears to
be that coaches will be obliged to
observe the 30 miles an hour speed
limit with the utmost care. A
suggestion has been made in cer-
tain quarters that 30 miles an
hour should be interpreted not as
a maximum, but as an average;
but it appears that this interpre-
tation is incompatible with the
wording of the Act.

Commenting on the probable
working of the Act, an official of
the Automobile Association said
that January 1 will inevitably see
a considerable slowing up of
motor-coach services.

Meanwhile there is no indica-
tion of the extent to which ser-
vices will be slowed up. Most
coaches at present maintain an
average of about 30 miles an hour,
but, owing to the traffic delays
experienced in the London area
and in other towns, they travel at
40 or 50 miles an hour in the
country.

Question of Speeds.

The question of speeds under
the new Act is at present being
considered by all the motor-coach
companies, and it is understood
that experiments have been carried
out on at least one route to dis-
cover how exactly the new speed
limit will affect time-tables.
Much uncertainty, however, exists
in all quarters.

The current issue of the "High-
ways Guide," which contains
particulars of services to upwards
of 500 towns, gives full details of
departure times, but in very few
cases gives any indication of the
times of arrival. This practice
appears to be general at present.

The Act has greatly added to
the present congestion of London
traffic, due to a statement made by
the Minister of Transport that the
Traffic Commissioners (which are
to be appointed to control areas)
would more favourably consider
the claims of existing omnibus
services, if adequate, than consent
to grant licences to new concerns
or firms wishing to place further
public service vehicles on various
routes.

Consequently since last April,
when the Act was passed, London
has seen a great increase in motor-
coach services from all parts of

motor cars. They supply a new
street scene. A car that cost £500
not so very long ago can now be
bought for £5.

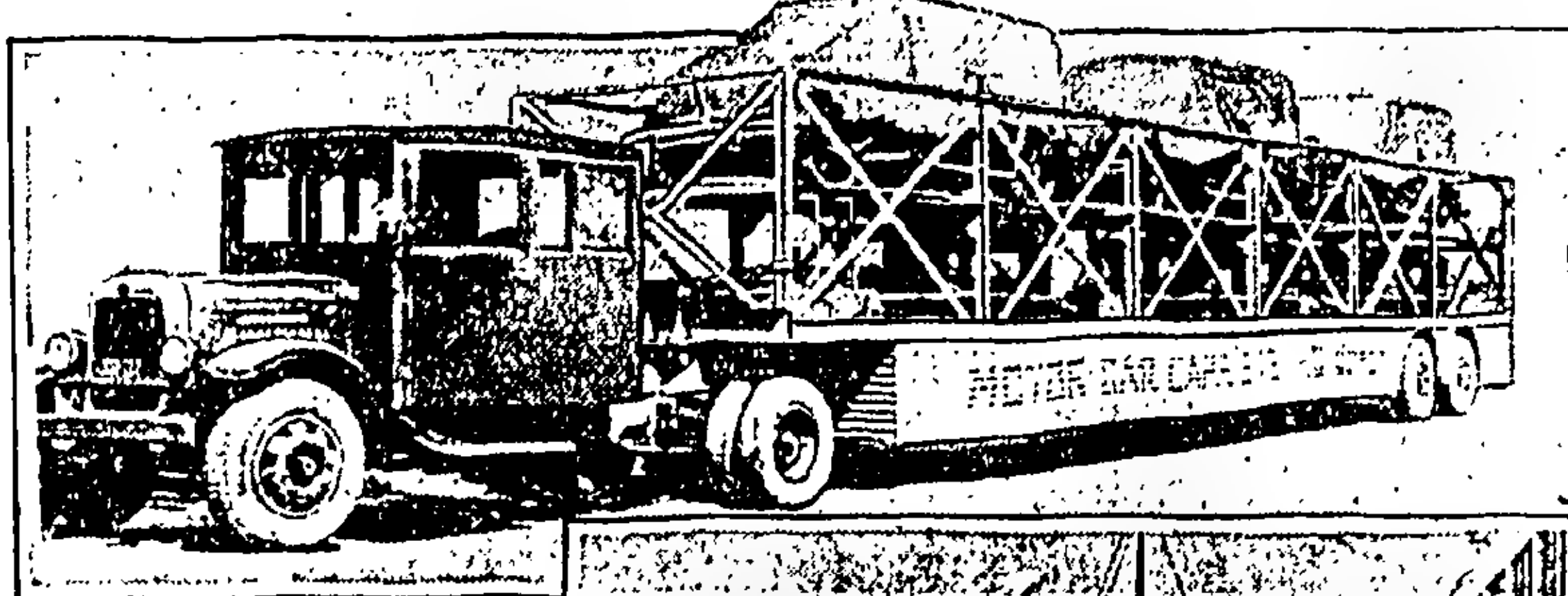
The cast-off car looks good, and
often is good; but there it is on
sale in the street like a sack of po-
tatoes or a barrel of apples at
Covent Garden.

A Brave Show.

Cars of all makes and models are
lined up like tramps of the road.
Battered in the bonnet, threadbare
in the upholstery, scratched and
bruised in the body, they still have
a brave look.

"Yes, we do a big business in
second-hand cars," said a dealer.
"They look at them in the morn-
ing and take them away at night.
Second-hand cars make first-class
trade."

A MOTOR INDUSTRY PROBLEM SOLVED.



Detroit, Nov. 16.—Out of one of
the biggest problems of the auto-
mobile industry—the delivery of
new cars to their destinations—
has grown a thriving business.
It is a specialized branch of the
industry.

A few years ago the highways
were dotted with groups of new
cars all in line and following a
leader—"drive-aways"—on their
way from factory to dealers. So
specialized has this service become
that modern methods have been
adopted and large corporations
formed for the delivery of these
cars.

No longer do they go the old
way, over the highway. That some-
times was injurious to the cars.
Modern methods consist of the
use of huge motor carriers, large
lake freighters and huge ware-
houses.

Rails are still used for long
hauls across the continent, but for
short hauls boats and motor
carriers are found most practical.

Six Cars at One Time.

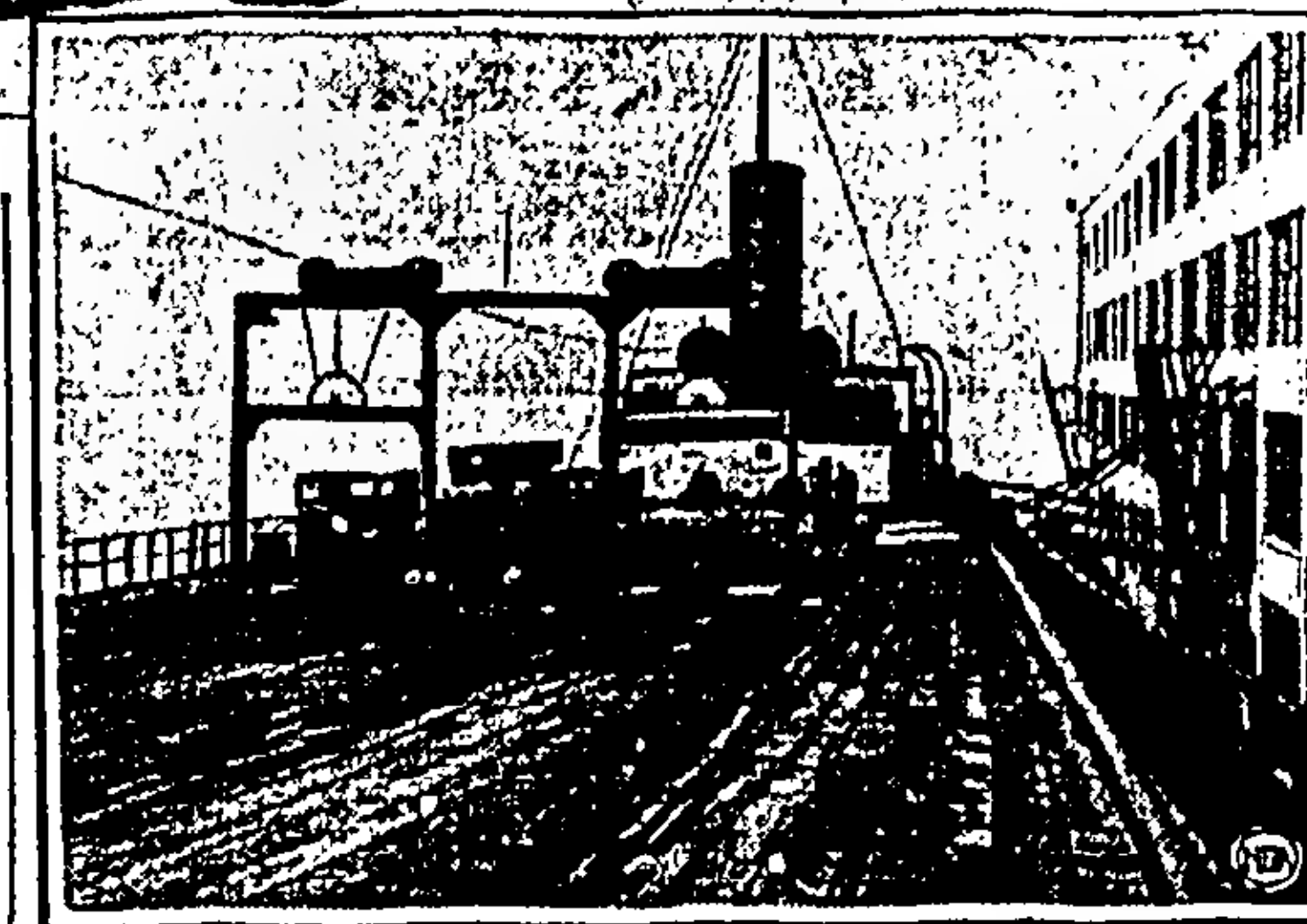
One of these carriers, made in
Detroit, is capable of carrying six
automobiles in two tiers. When
loaded it accommodates three cars
16 feet long on its upper deck and
three, 14 feet five inches long, on
its lower deck.

Work of loading the cars is
simple and fast. An elevator on
the rear of the truck, operated by
two men, lifts and loads three
cars on the upper deck and three
on the lower in 40 minutes. They
can be unloaded in half that time.

The truck is equipped with
special brakes that enable it to
stop with its heavy load as quickly
as the ordinary passenger auto-
mobile. The drivers, working in
four-hour shifts, pilot the carrier
over the highways at an average
speed of 30 miles an hour.

Huge Auto Terminal.

In Cleveland is probably the



Six autos on a single truck is the way they're delivered
nowadays out of Detroit and other motor cities, while over
the Great Lakes ply freighters like this delivering hundreds
of new cars to immense warehouses at a single time.

largest automobile terminal in
the world for handling delivery
business. This huge building,
representing an investment of
more than \$2,000,000, is capable
of housing 1,500 cars. In the last
year 100,000 automobiles passed
through its doors to be delivered
to distributors and dealers within
a radius of 250 miles of Cleveland.

This building is located on the
shores of Lake Erie. The ter-
minal company operates its own
fleet of lake boats between Detroit,
Toledo, Buffalo and Milwaukee to
collect and deliver cars at each of
these points. The capacity of
these ships is from 250 to 650
cars. They are able to dock along-
side the terminal at Cleveland and
run their cargo right into the
building.

Inside the building the cars are
stocked and in some instances
accessories are installed. Then
they are lined up outside in an
immense parking lot to be in-
spected and driven away to distri-
butors and dealers.

Still More Drive-Aways.
The drive-away itself still re-
mains an important institution.

Last year, one drive-away com-
pany, operating over the high-
ways in convoy fleets, each car be-
ing driven by an individual driver,
handled 35,000 cars. For each of
these cars the company owned a
license. All drivers were inspected
and those selected were the
best and most skilled. Damages
on this huge fleet of cars averaged
only 11 cents.

In some instances, cars go
through three methods of trans-
portation before they are deliv-
ered to their purchasers.
First, they are shipped far on
their way by boat. At a rail
terminal they are transferred to a
railroad and transported in this
way to the distributor.

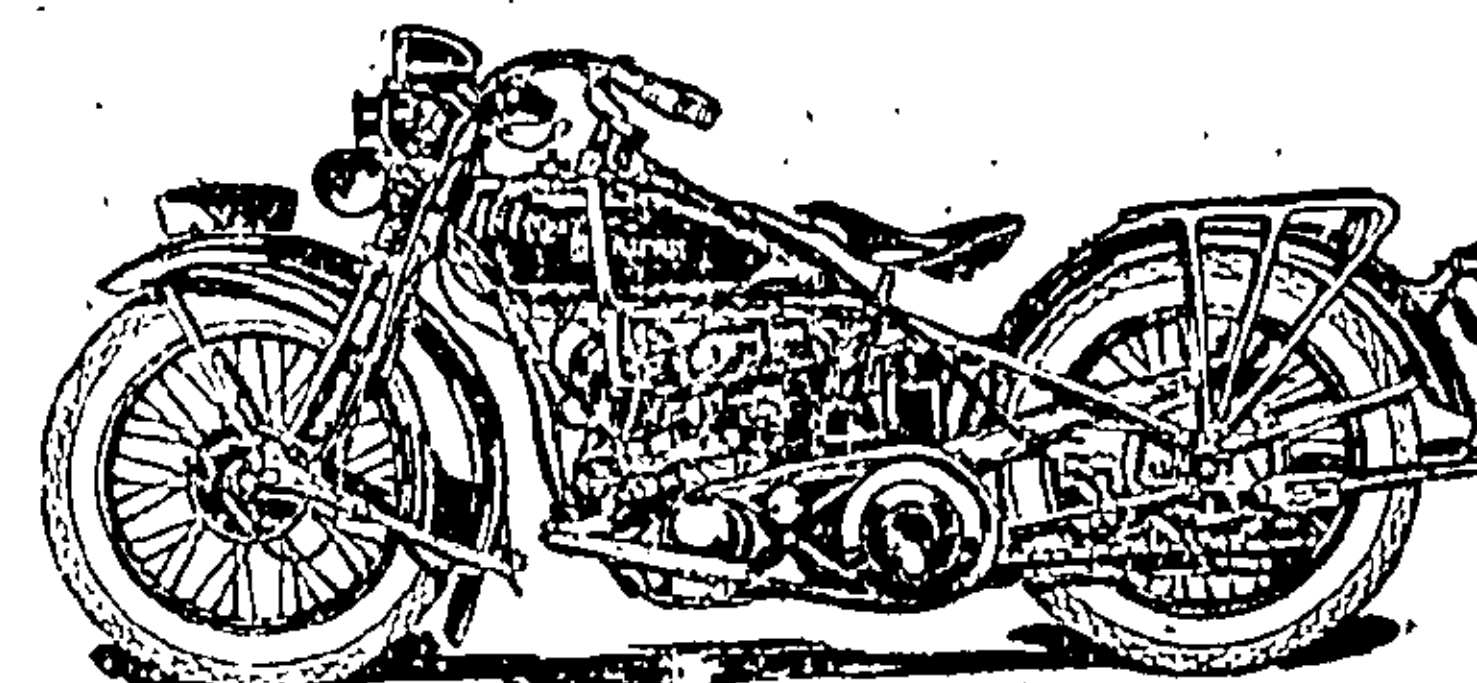
At this point, the distributor
drives allotments to different
dealers in his territory, either
employing the convoy method with
individual drivers, or using the
huge motor carriers which carry
from four to eight cars at a time.

MODELS AID IN SAFETY DRIVE.



An elaborate arrangement of model trains, buses and
automobiles is aiding Los Angeles traffic experts in fighting
carelessness at grade crossings. These models are
manoeuvred in such a way as to illustrate the more dangerous
hazards of motor-car traffic, while sound cameras take
pictures that can be shown all over the country. Deputy
Chief James Davis is shown here with the models on the
beach at Venice.

1931 "Harley Davidson" Can be Cabled for Now.



SEE THE NEW MODELS EARLY.

The Gascon Motor Co.

2, KWONG WAH ROAD.

KOWLOON.

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YOUR CAR

AND

YOUR LIABILITY TO THE PUBLIC

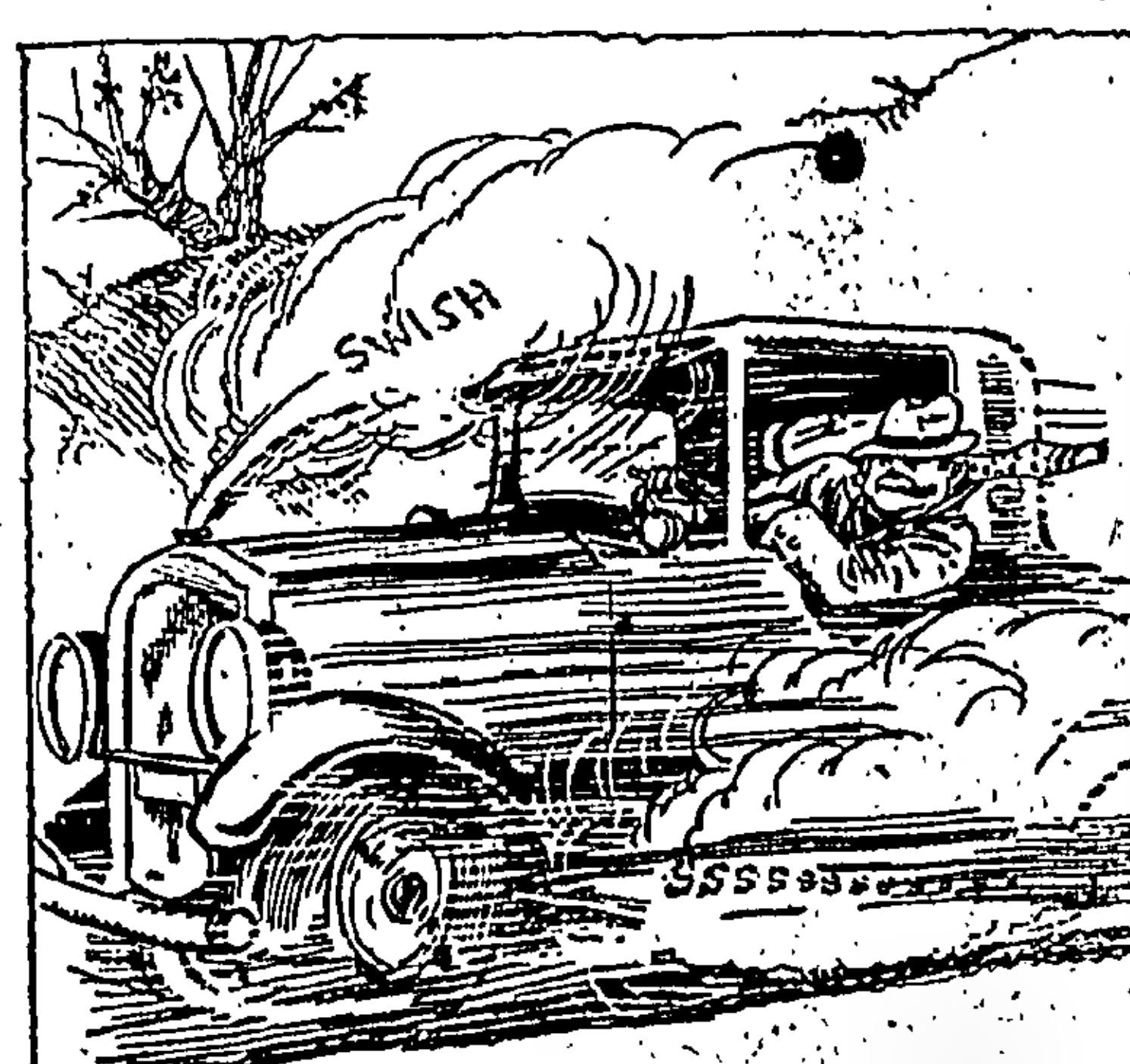
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STEAM UP!



THE RAILWAY ENGINEER
ENJOYS MOTORING
ESPECIALLY IN WINTER.

SOME "TIPS" EVERY OWNER-DRIVER SHOULD KNOW.

Every motorist desires to get the most service and enjoyment out of his car, but a general laziness, coupled with a tendency to "let well alone," results in a large proportion of cars being more or less neglected. Efficient and constant attention to details brings its own reward.

The owner who constantly puts off the small repairs which he sees need attention will sooner or later find himself stranded by the roadside wishing he had not let things go so far. The modern motor car, when compared with the fearsome vehicles of 25 years ago, is remarkably reliable, and really requires but little attention. It is, however, incumbent on all owners to do more than fill up periodically with petrol, oil, and water. Regular attention to engine and chassis lubrication, battery, cooling system, and tyres contribute to efficient operation.

In order to obtain better performance from the battery, as well as to increase its life, have the battery inspected at least every two weeks during the warm months. Keep the terminals and connections clean to ensure good electric contact, and always keep the solution above the tops of the plates in each cell by adding distilled water, or, in emergency, clear rain water, and have the generator adjusted to spring and summer driving conditions. A thin layer of vaseline spread over

the battery posts and terminals will prevent corrosion that causes loose connections, and finally eats away the metal.

New Spark Plugs Yearly.

The air pressure in the tyres should be checked once a week. Water and oil are enemies of tyre fabric, and for this reason small stone cuts in the casing should be kept filled with some good tyre filler. Oil deteriorates rubber and will ruin an inner tube in a very short time. Never throw the extra tubes carelessly in with the car tools and oilcan. Wrap them carefully with heavy paper or keep them in a strong cloth bag.

A new set of spark plugs is one of the best spring tonics for a motor that appears sluggish and generally out of sorts. After a set of spark plugs has delivered 10,000 miles the electrodes are apt to be burned and reduced in area, so that they no longer produce a hot spark. This results in incom-

plete combustion of the gas vapour and wasted fuel, besides unfactory performance of the motor. For this reason it is economical to install new plugs at least once a year. A spark plug insecurely installed will cause leakage. The hot gases escaping around the plug will cause it to become excessively heated, resulting in probable damage to the plug, poor ignition, and loss of power.

Beware Spilled Petrol.

Guard against leaks in the fuel supply pipes or flooding of the carburettor. Escaped petrol in the drip pan or elsewhere about the engine may cause serious damage or even the destruction of the car. Spilled petrol may become ignited by a heated exhaust pipe or manifold, but much more commonly it is ignited by burning gas expelled through the carburettor air intake system. Petrol consumption per mile increases with higher car speeds. Not only does excessively high speed lower petrol economy, but tyres and brakes wear faster.

It is advisable occasionally to inspect the shackle and U-bolts which secure the springs in position on the axles. If neglected they may work loose, and even when eventually you come to tighten them up rust will have formed on the threads, so that either the thread strips or it is impossible to adjust them at all. A slack shackle bolt will cause unnecessary rattle, and if this or the U-bolts are slack quite possibly uncomfortable rolling will be experienced.

Loose Wires.

The story of a service man who went to the rescue of a stranded motorist emphasizes the importance of paying strict attention to the details of the car's behaviour. He got the power started again simply through noting that when ever the engine elected to run it operated perfectly. If the intermittent running of the motor had been hinting a number of possible causes would have been indicated. Valves might have been sticking or breaker points out of commission. But between stalls the engine ran smoothly. Noting all this, the rescuer concluded that the stalling was due to a loose connexion in the electrical system. Under such circumstances the running of the engine would be either a feast or a famine. Checking over the system, he found the high-tension wire to the coil making only occasional contact.

Starting Tip.

Having the battery go dead or the starter motor fail while the car is on level ground is reason enough for sending an S.O.S. for help. But if a motorist is headed up hill when the stall occurs it is a matter of overlooking opportunity to fall to take advantage of the incline.

Quite a number of drivers think they cannot crank on the car's momentum if headed in this direction. The situation often is an advantage rather than a disadvantage. More positive cranking can be had in reverse.

To crank under such conditions, place the gears in reverse and hold the clutch pedal to the floor. Release the brakes and allow the car to coast backward. With the ignition on, let in the clutch, pressing it to the floor and applying the brakes the instant the engine starts. Under no conditions have the gears in a forward speed during this process.

Looking for Trouble.

Combinations of conditions are handy clues to the cause of trouble

with the car. They give a more general picture of the situation and are a guarantee against making a faulty diagnosis.

Suppose the engine is not satisfactory on hills, showing lack of power. What else does it do by way of a clue to the trouble? Does it, for instance, backfire a little toward the top? Does the cooling system tend to overheat even on the level when the car is being driven fast?

An affirmative answer to each of these questions indicates too lean a carburettor mixture. But to be still more certain about it note how the engine starts. If the choke has to be used quite a bit on a fairly warm day the mixture isn't rich enough.

Another clue will be frequent stalling of the engine and inability to pull slowly in high gear.

"Please Pass Me."

When they take delivery of a new car, intelligent motorists invariably drive it carefully for a few hundred miles, in that, annoying though the practice may be, they know it is well worth while.

Perhaps the most irritating part of the process, however, is that on certain occasions it must necessarily cause a slight "obstruction" to other motorists. We all know the black looks of the "other man" as he eventually passes us after frantic use of the electric horn. The obstruction is to some extent inevitable, but the annoyance to both parties can be alleviated.

One manufacturing company at any rate, has found a solution to the "loitering" problem. On the rear-light of every new car which leaves the factory, the following notice is pasted: "New car being carefully run in. Please pass me." The reason for the low speed is at once obvious to the man behind, and abuse of the horn, till-temper, etc., are obviated.

Another advantage is that, even after the car is run in, new and nervous drivers can leave the notice in position until such time as they gain complete confidence.

Motor Insurance.

There are two features of motor-car insurance about which motorists often have cause to complain. One is the question of the value of a car in the event of total loss, and the other is the small reductions in premium given for reductions in value. With regard to the first point, complaints are sometimes justified. Many insurance companies will accept a proposer's premium on a basis of value for his car which is obviously much above its market value, and then, perhaps having taken more pounds in premium than they would have done had the car been covered for its real value only, the company, when a total loss occurs, only agrees to pay one-half the amount on which it has taken the premium. The company, of course, has the ready defence that the policy points out that only the market value will be paid in the event of loss, and that if the assured is so foolish as to over-insure it and expect to make a profit on its loss, he is over-estimating the gullibility of insurance companies. No doubt most companies express this in other terms and some defend their attitude by other arguments, but the position is not a happy one for the late car owner.

A Suggestion.

It would be a good idea if every company would put a conspicuous note in their proposal form, connected by an asterisk with the question asking the value, suggesting to the proposer that he should not over-value the car as in the event of total loss only the market value at the time of loss will be paid and that the figure he inserts merely acts as a maximum and not a basis for premium. At the time of each renewal the company should remind the car owner that the car has depreciated and suggest that he reduces the value accordingly. Some people may ask why the company itself does not put a value on the car and pay up on that value; to do this, however, the company would have to send an engineer to inspect every car, except now ones and even then the matter of agreement with each owner every year would be a difficult and tedious affair.

As a matter of fact, some companies are prepared to give agreed values and suggest specific reductions in value each year. This course is becoming more widely adopted, but whether it will become general remains to be seen. A further difficulty in this matter is that a car is worth £500 on the first day the policy starts, but only worth £320 on the last day of the policy and as the negotiations regarding value always take place before the commencement of the policy, the assured expects to have his car valued and the value agreed for 12 months on the basis of its value at that time; this is a hardship on the company if the loss occurs 12 months later.

Low Values.

Some men are quite sensible regarding the values of their cars,

but others are notoriously unreasonable and fondly imagine that their cars are worth at least 50 per cent. more than the most optimistic purchaser would give them. The other common complaint is that the company has not given sufficient reduction in premium for the reduction in value as a car gets older. The reduction given is about 15s. per £100 on high values, but is only 5s. to 2s. 6d. on lower values, and below £200 is nothing, so that the same premium is paid on a car valued at £50 as on one worth £200. The explanation is that half the cost of motor claims is on account of third party payments, that is to say, payments which are in no way limited or affected by the value of the assured's car; the claims for repairs to his own car are mostly under £50. In the case of low values the insurance company gains where the cost of repairs to the car would have exceeded the value, but all other claims (and these are the great majority) tend to be larger, because a low valued car is more likely to give rise to claims. There are several reasons for this. One is that it is not so easy to control the steering, etc., are all more likely to give trouble. Another reason is that an old cheap car is generally more carelessly driven, and by a less careful person, than is a valuable car, while, in addition, repairs to an old car often cost more.

Carbon-Monoxide Fumes.

According to an English writer, a special and peculiar danger arises in connexion with charges of drunkenness against motor drivers, and it is quite possible that in a number of cases a man has been accused of drunkenness when in reality he was suffering wholly or partly from carbon-monoxide fumes, due to some defect in the engine, or in the exhaust system, or in the car ventilation.

The writer declares that no one wishes to shelter the man who takes alcohol or any drug to such an extent that he cannot control his car properly, and it is most desirable that the drunken driver should be eliminated. The difficulty in many cases is that a driver must admit to having taken some alcoholic drink, or his breath indicates that he has done so. This evidence has been regarded as quite sufficient for the average policeman or doctor to assume that he had taken enough drink to become intoxicated.

Highly Dangerous.

Now carbon-monoxide gas is a highly dangerous and insidious gas which can produce symptoms that may be honestly mistaken for drunkenness. This gas results from imperfect combustion, and as perfect combustion is not always attained in an engine, there can be frequent instances, especially when starting up or running the engine idle, when carbon-monoxide is excessively produced in mixture with the other products of combustion. If these fumes come through chinks in the floorboards into a closed car which is badly ventilated, then a gradual process of carbon-monoxide poisoning may be set up. If in these circumstances a driver takes an amount of alcohol which is well within his normal safe allowance it is conceivable that the effects will be much more marked than in normal circumstances. He has no suspicion of the gas poisoning or of the effects which it would produce.

Warned of these possibilities, the sensible driver will abstain from alcohol altogether while on a journey, and the practice of offering alcoholic drinks to drivers should be discouraged.

Battery Cells.

Never add anything to the battery cells except distilled water. Battery cells are filled with a mixture of sulphuric acid and water, and the correct proportion of acid in the mixture should be rather exactly maintained. The water in this mixture is constantly evaporating by heat and is also decomposed and lost as hydrogen and oxygen gas whenever the cells are being overcharged. Water thus lost must be replenished to maintain the liquid level in the cells. The sulphuric acid in the mixture does not evaporate by heat nor is it decomposed into gases which escape from the cells and in the normal operation of a battery all the sulphuric acid to water adopted in the original set-up of a battery is sufficient to reduce its internal resistance to a feasible point and to render the liquid immune against freezing, but it is not sufficiently great to cause the plates to be detrimentally affected or to cause the insulating separators between the plates to be eaten away at an excessive rate.

Rubber Ball Tester.

Motorists who grind their own valves and who do not happen to have any of the efficient testers handy can make a test with the aid of a rubber ball carefully cut in half.

When the valve has been ground it should be set into its seat and held down firmly. The half of the ball should then be placed over the valve head and seat, and then

NEW MOTORING LAWS.

How Change will Affect Drivers.

DRIVING AGE.

The first part of the new Road Traffic Act came into force at Home recently.

Motorists of experience will not be affected by this portion of the Act, which largely concerns the licensing of new drivers. Existing licences remain valid till the normal date of expiry.

The age for qualification for driving a motor-cycle, has been raised from 14 to 16 years, while that for driving a motor-vehicle exceeding 2½ tons unloaded has been raised from 17 to 21 years.

New applicants for licences will have to go to their local authority and fill up a form which certifies that they are not liable to epileptic fits or to sudden faintness and that they have sufficiently good eyesight to read a motor-car number-plate at 25 yards. If they have any doubt about this they can take medical advice.

Drivers suffering from the loss of a limb, if they have driven for the last six months, may continue, but if they are applying for a new licence they will have to pass a test.

It is understood that the local authorities have made no arrangements for these tests yet, though several have approached the Royal Automobile Club to know whether the club will conduct the tests for them.

ELECTRIC HORN BAN.

For Motor-Coaches in the Streets of London.

WAR ON NOISE.

Viscount Byng, Commissioner of Police, has declared war on noise in the streets of London, and one result is an order that no motor-coach driver may sound an electric horn anywhere in the metropolitan district. A statement to this effect is being circulated to the motor-coach companies.

Traffic regulations state that a motor vehicle plying for hire in the metropolitan police district must carry a "horn, gong, or other approved means of giving audible warning of approach, with a deep-toned note." A Scotland Yard official said recently to a *Daily Mail* reporter:

"As most electric horns do not give a deep-toned note it was at first decided to forbid their use on motor-coaches. It was then pointed out that on long journeys motor-coaches may pass through districts where electric horns are not only allowed but also required. As a result both electric and bulb horns may now be fitted, but the electric horn must not be used in London. It makes too much noise."

VACATION INSURANCE.

Virginia has authorized the issuance of special vacation automobile insurance policies. The coverage includes collision, tornado, riot, flood and water, earthquake and damage from falling aircraft.

pressed down so as to expel the air. What the ball does after this tells whether or not additional grinding is necessary.

Should the ball fill up with air and regain its normal shape it is apparent that air is leaking into it around the valve seat. If the ball remains flattened out the valve is tight.

Care must be taken in cutting the ball so that the edges will be smooth and straight. It is a good plan to have a little oil around the edges so as to detect, through bubbles, any leakage that is due to the ball.

Tappet Clearance.

According to a number of experienced repairmen, much of the trouble that develops with engines to-day can be traced to the desire to have too quiet operation at idling speed. Not enough clearance is allowed at the tappets for valve stem expansion.

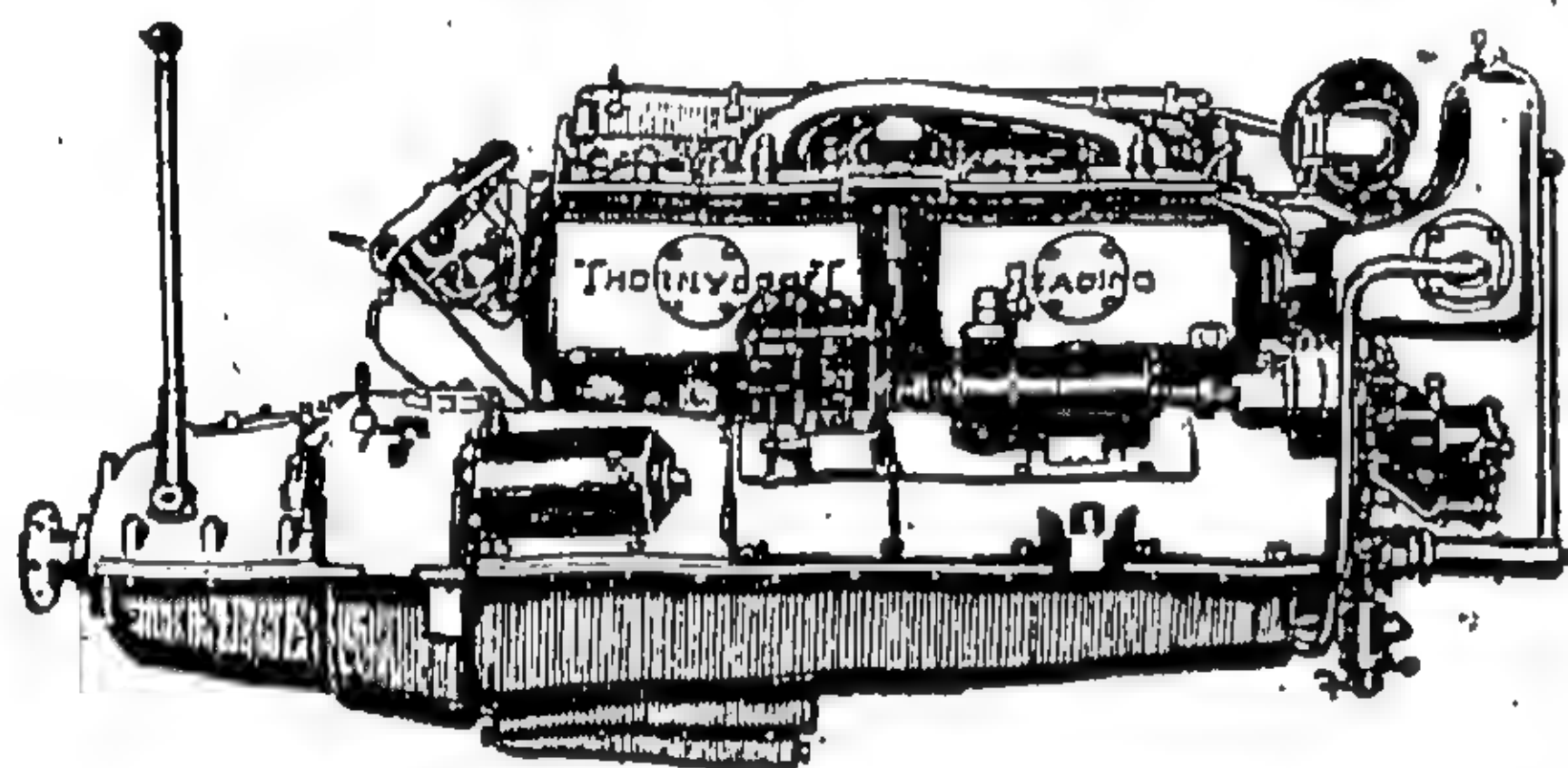
Those who operate their cars with an eye to efficiency now provide greater tappet clearance than formerly because higher speed is demanded. This speed alone causes a higher operating temperature and consequent increased valve stem expansion. Some of the special fuels add to the increased temperature.

Complaining over a tap in the engine during idling, therefore, is bad business these days. The engine is idled so little and driven so much at the customary road speed it is a decided advantage to adjust tappets for the latter condition. Always allow more clearance for the exhaust valves.

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Yachts and Commercial Craft



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BUICK 1931

Another shipment of the 1931 Model Buick Straight Eight Motor Cars has arrived. We cordially invite you to come in and inspect the Eight with BUICK'S Prestige—you will then understand why more than 2,600,000 people have chosen Buicks again and again.

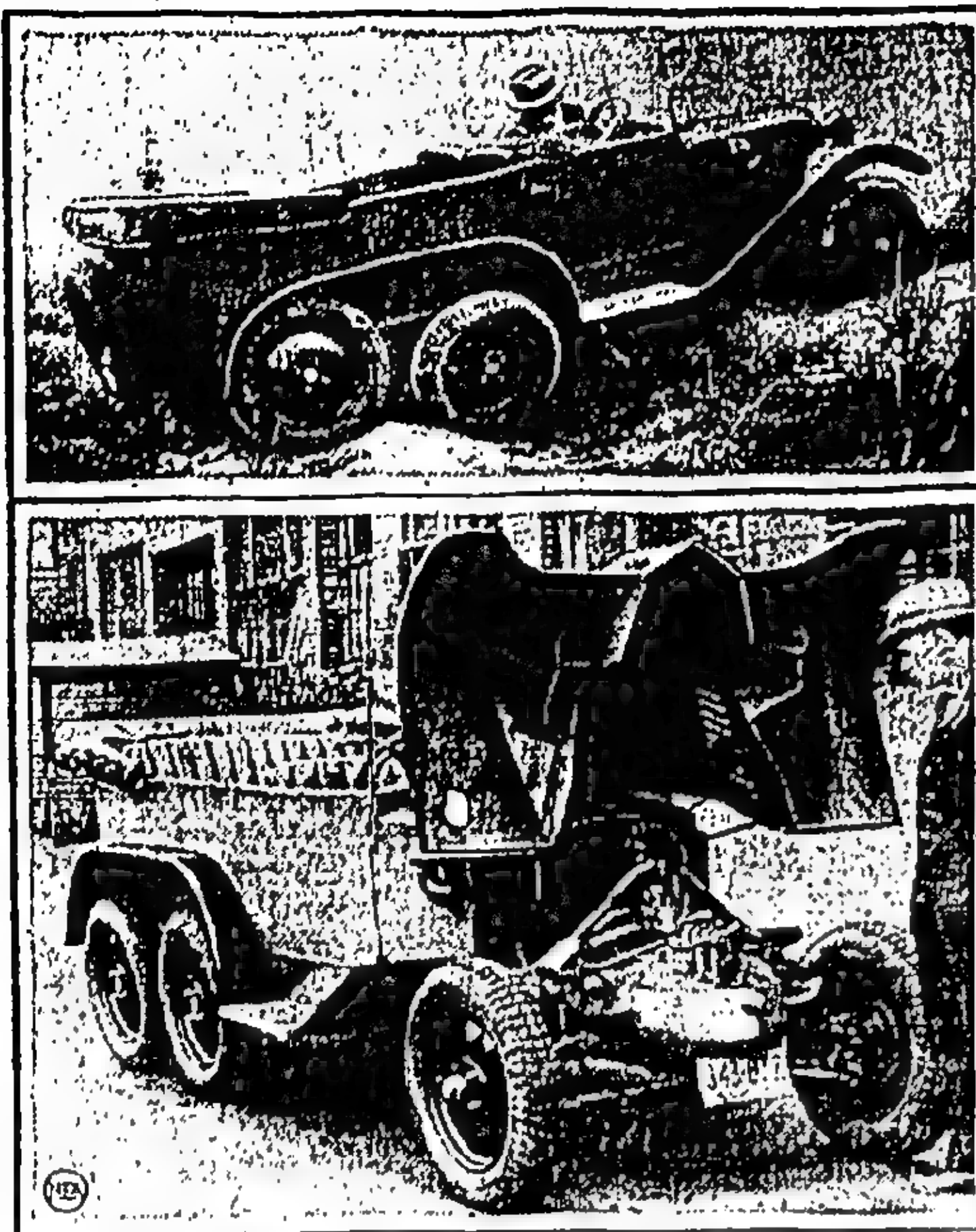
BUICK HAS AGAIN BUILT A BETTER AUTOMOBILE.

Why not let us take you for a drive in one of these new Buick Great Eights—and let you see for yourself how much more Buick gives for less money.

114" Wheelbase Buick Models.....	\$51,500 to \$51,655
118" Wheelbase Buick Models.....	\$51,820 to \$51,930
124" Wheelbase Buick Models.....	\$52,160 to \$52,195
132" Wheelbase Buick Models.....	\$52,160 to \$52,705

THE DRAGON MOTOR CAR Co., Ltd.
TELEPHONE 30228.
33, Wong Nei Chung Road, Happy Valley.

ADOPTING A BRITISH IDEA.



Twelve speeds forwards, five axles, four driving wheels, two differentials, three gear shift levers and the ability to traverse roads that would stop anything but a tractor—that's the Talra-Car recently brought over from Czechoslovakia by Thompson Products Corp., of Cleveland, for experimental purposes. Above the car is shown taking a rough stretch of ground at its top speed of 28 miles an hour. Below is shown the unique hood and the horizontal, four-cylinder air-cooled engine.

LESSONS OF OLYMPIA.

The Pessimists Confounded.

BETTER CARS AND LOWER PRICES.

Before Olympia opened its doors to the public, certain members of the motor industry were opposed to the holding of an exhibition this year. General trade was bad, people were not spending money—these were some of the arguments. Seldom have pessimists been more confounded. Instead of the paying attendance being thousands down, as was prophesied, there is, so far, little difference in the figures compared with last year. Agents and salesmen have found the public ready to spend.

Olympia is not only the greatest trade fair of any single industry in the world, but it is an example of how an industry can cheapen a product by the adoption of advanced production methods.

Nothing New—But—

True, there is nothing outstandingly new, in a technical sense, in the halls devoted to cars. The fluid clutch of the Daimler and the Armstrong-Siddeley is not new in principle. Fluid clutches existed 25 years ago. There is nothing new in epicyclic gears, but the combination and the improvement of the two give something new in refinement of travel. There is nothing new in the simplification of centralised chassis lubrication, but its refinement and more general application is new.

Some people talk about "stagnation in design." There is no stagnation in design now, nor has there ever been. What has happened is that cars have been going through a period of change from the luxury class to the popular cheap models. The full is more apparent than real.

As I have previously said, this show is a transition. Olympia. There are a number of devices for easy gear-changing, either by means of special clutches and gear-boxes, or by a mechanical means of doing away with double-clutching by securing the correct meshing of gear pinions. There is no stagnation there, and, with more progressive methods still to come in the factories, together with the public demand for the silent third speed, I am convinced that before long every cheap car will have similar devices as a standard.

Prices and Value.

The British industry has done wonders to advance the car to its present level, while producing a

thoroughly reliable and economical vehicle. Prices and value this year are unprecedented. Even where prices remain the same as in 1929, value has gone up by the inclusion of better equipment and fittings, better bodies, better brakes and better appearance.

Whether the car costs £122 or £2,000; Austins, Bentley, Chevrolet, Armstrong-Siddeley, Chrysler, Talbot, Daimler, Dodge, Buick, Hillman, Humber, Morris, Singer, Standard, Star, Sunbeam, Swift, Vauxhall, Wolseley—take all these as examples, inspect them from radiator to luggage grid, and you will see that they mark a great advance compared with last year or the year before.

American Surpassed.

The truth is that British makers, if they want to get world trade have got to give something better in quality and price than their competitors. British firms as a whole, in refinement, quality, price and performance, have caught up to the American car built in America, and in one or two cases have overhauled it.

Other points which, I think, have made greater appeal are that the detail work is more suitable for the man who has to look after his own car, that the controls and instruments ensure less wearisome handling, and that the small things which, two years ago, were a source of irritation—such things as filters and brake adjustments—are now in places where they can be got at for replacement or adjustment with comparative ease.

The Little Six.

One type of car in the show is practically new. I refer to the Little Six. Interest in it, as shown by the crowds round the Wolseley Hornet, is almost as great as when the first "baby"—the Austin Seven—came into the show seven or eight years ago.

While I do not think this class of car will have as great a vogue at first as the lesser "babies" in which Britain has no rivals I believe that eventually it will become the most popular of all for the man who can only afford a moderate sum in initial cost. As carburetion develops, engines develop, and light metals for bodies advance, still more commodious saloons of this class are bound to come.

MEN WHO HAVE MADE BRITISH CARS.

(By Douglas West.)

At this year's Motor Show at Olympia British manufacturers have proved that in every class of motor-car they are the equals of their foreign rivals, and in most classes their superiors. Within the past few years the industry has made astounding progress.

Largely through the energy, resource, and industry of a few remarkable men, who have attracted to their service the finest engineering brains and the most skilled workmen in the country, the production of motor-cars has become one of Great Britain's leading industries.

C. S. Rolls & Sir F. H. Royce.

Yet so young is it that many of its pioneers still control the great businesses that they have created. Such men as Sir Henry Royce, Sir William Morris, Sir Herbert Austin, Mr. J. D. Siddeley, and many others who in small garages, cycle shops, or in factories devoted to other purposes turned their inventive and engineering skill to the production of motor-cars are now among the highest employers.

Two names famous in British motoring history that will always be associated together are those of Sir Henry Royce and the late Charles Stewart Rolls, joint founders in 1906 of the firm of Rolls-Royce, Ltd. Yet it would be hard to find two careers more dissimilar.

In the first decade of this century Rolls, a highly capable engineer with Eton and Trinity College, Cambridge, behind him, was the gifted amateur of two novel forms of locomotion, motor-ing and aviation. He was only 33 when he was killed while flying at Bournemouth. One of the most daring of pioneer pilots and the winner of several trophies, he accomplished, among other feats notable in their day, that of crossing and recrossing the English Channel in 95 minutes.

His interest in motoring was no less keen. He devoted his wealth and energy to the development of the motor-car. He took part in races, investigated new designs, at once saw the merits of a 10-h.p. car constructed by Mr. Royce, then head of a firm manufacturing electrical machinery, and invited Mr. Royce to enter the motor-car industry. A separate company formed, of which Rolls became the technical director. Mr. Royce worked out every detail in the engine of his car. He has designed every motor-car and aero engine that has left his factory since that day. At one time when the firm was in its infancy he used to go round the workshops with a hammer, smashing any material that did not come up to his own exacting standards.

But now this great engineer designs his cars in a room of his villa on the Mediterranean or in the completely equipped drawing office in his country house in England. He has become almost a recluse, and is an enthusiastic gardener.

All his life he has worked hard. When 10 years old he sold newspapers. Then he was apprenticed in the locomotive workshops of the Great Northern Railway at Peterborough, and later helped to make cars at Leeds. Before he was 20 he did pioneer work in lighting the streets of London and Manchester by electricity. At 21, with a capital of less than £100, he founded his own business as a manufacturer of arc lamps and afterwards dynamos. He bought one of the earliest foreign cars imported into this country, and got so tired of repairing the engine that finally

he said: "I think I can make a better engine myself."

Sir William Morris.

Sir William Morris is another born engineer, though he never had any formal engineering training. All he learned he gathered from experience in his own workshop.

With no advantages of education or capital, he started when he was 16 a bicycle repairing shop in Oxford. From repairing it was a short step to building his own bicycles, which he hired out to undergraduates to ride races in the "High." About 1900 he was himself a well-known amateur track-rider.

Then he began to repair motor-bicycles and soon afterwards to manufacture them. He became the proprietor of a garage in Oxford and for ten years continued to make motor-bicycles and to study the motor-cars that were brought to him for adjustments and overhaul. Gradually he acquired a little capital and a staff of capable assistants. In 1913 he designed his first car and acquired a factory at Cowley.

But it was not until after the war that he became a serious factor in the motor industry, and in 1919 his output was only 337 cars.

Sir Herbert Austin.

Sir William Morris's formidable rival Sir Herbert Austin is also a great mechanic, whose career is one of the romances of a still young and romantic industry. As a boy he was apprenticed to an uncle, an engineer in Australia; there he managed several small works before returning to England to control the manufacture of shearing machines in Birmingham, to the use of which he had converted many of the farmers of Australia.

In the middle of the 'nineties he designed his first car, a three-wheel vehicle with a 2-h.p. engine, the first long-distance test in 1900. Having helped to construct sheep-shearers, he next became Wolseley's general manager when that firm began to manufacture motor-cars. In 1906 he bought an old and dilapidated factory six or seven miles from Birmingham, and there started to construct motor-cars on his own, with an output of 50 cars in the first year.

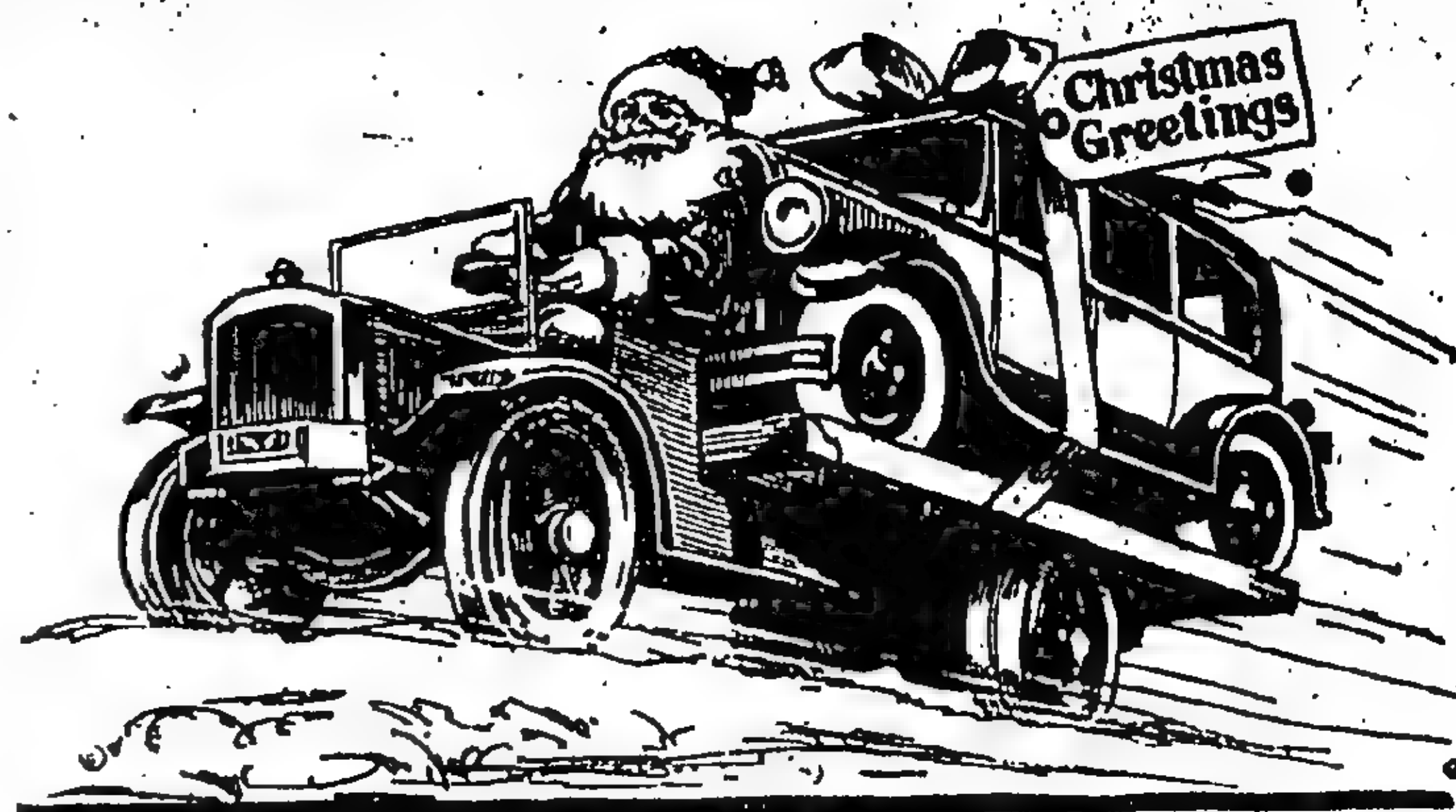
Mr. J. D. Siddeley.

Another competitor in the 1,000-miles test in 1900 was Mr. J. D. Siddeley, then managing director of a company which manufactured pneumatic tyres. Two years later he formed a company which built cars to his specifications and patents, and soon afterwards amalgamated with the growing Wolseley organisation. For many years this now veteran inventor has impressed the mark of his inventive skill and imagination on the motor industry, and to-day, as he has shown, he can still spring surprises.

None of the pioneers is more remarkable than Mr. F. W. Lancaster. As works manager and designer to a company manufacturing gas engines he was responsible for important inventions relating to internal-combustion engines before he turned his versatile mind to the construction of motor-cars. In the early 'nineties he wrote ably on the science of flight, of which he was an eager student.

His motor-car of 1895 achieved a speed of 12 m.p.h. and was run on the high roads in defiance of the red-flag regulations. There is scarcely a firm manufacturing motor-cars in England to-day that has not a firm manufacturing motor-cars in England to-day that

(Continued on Next Column.)



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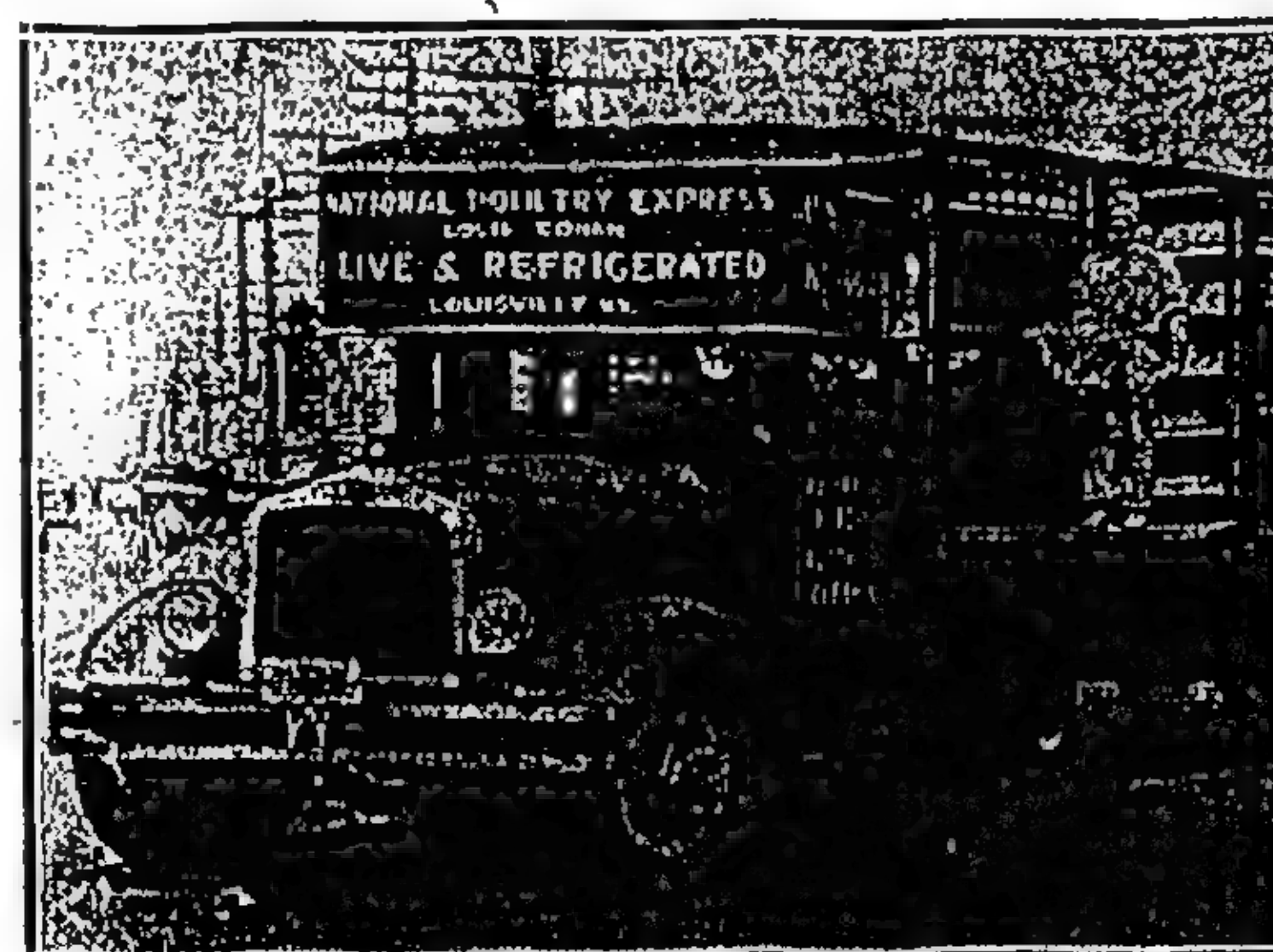
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POULTRY'S LIMOUSINE.



Ten thousand pounds of live poultry can be shipped on one trip for any distance and be fed and watered en route, in this tractor-trailer combination truck being used by Louis Cohen, of Louisville, Ky. Food is mixed in a tank on the truck and is carried to feed troughs by force. A generator supplies current for 42 lights which illuminate the coops at feeding time.

OIL FILTER.

Protects Engine Against Wear.

Filint, Mich., Nov. 16th. Tests by C. W. McKinley, research engineer of this city, reveal how the oil filter protects the engine against wear.

The first test showed that the oil filter removed as much as one teaspoonful of abrasive material in every 1000 miles of driving.

The second test showed that wear with unfiltered oil was five times more than with filtered oil.

This third revealed that in 10,000 miles driving the filtering bag became filled with more than two pounds of dirt, sludge and abrasive making servicing necessary at this mileage.

had not a humble beginning* well within the memory of middle-aged people. Mr. Montagu Napier, for example, built his first cars in a small back street in Lambeth in a factory covering all told not more than half an acre. Daimler cars were built in 1896 in part of old cotton mills in Coventry, the birth place first of the bicycle and later of many new flourishing motor-car factories.

BICYCLES.

More bicycles were sold in 1929 than in any year since 1910, according to the magazine, *Cycle Trades of America*.

BIG PAYROLL.

A total of 427,459 employees in the American automobile industry were paid \$775,478,810 in 1929, according to a recent estimate.

READY FOR SHOW

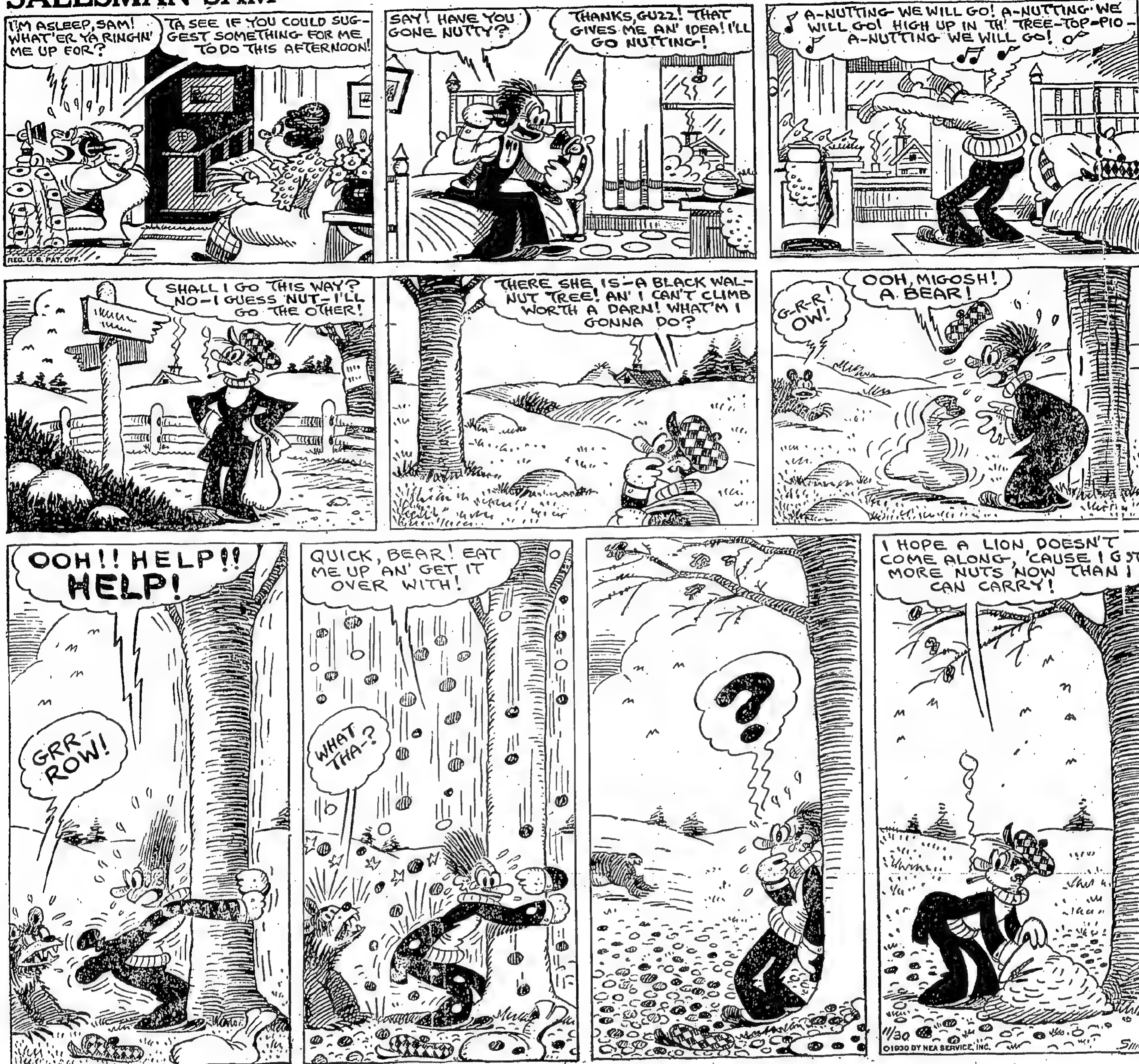
More than 54 makes of cars, trucks and taxicabs will be exhibited at the annual automobile show to be held at Grand Central Palace, New York, Jan. 3 to 10.

POLICE COLOURS.

California requires that autos used in the enforcement of state traffic laws shall be painted white.

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KEEN CRICKET ON CLUB GROUND.

FINE INNINGS BY PEARCE AND LT. HASLEWOOD.

The first day's play in the triangular tournament cricket match between the Club and the Army, which opened yesterday and will be concluded to-day, left the teams in an interesting position, and with very slight advantage either way.

The cricket throughout the day was of quite a good standard, though the general fielding of the Club was not quite up to the usual, and one or two expensive blunders were committed. From the batting point of view the outstanding performance was that of Lieut. Haslewood and L/Cpl. Fry of the Army, who scored 79 and 48 respectively, and in doing so, turned the tide of fortune completely in favour of the Services team. Against this was the masterly innings of T. E. Pearce, who withstood the keen Army attack to contribute a characteristic knock of 62, and remains undefeated.

Fry was a most extraordinary knock, including six boundaries and a hat-trick, and being just two short of the half century when his innings terminated. Lieut. Haslewood was more modest, but he picked out the right ones to hit, and by so doing placed seven boundaries against his name.

Pearce, opening the Club innings, sent Rayner and Dackitt, but encouraged by Pearce's ability to treat the bowling on its merits, began to settle down to a fine innings, and it was with a very nice-looking knock that he reached the hundred.

Even in the falling light towards the close of the day's play he found opportunity to reach the boundary twice, and thanks to him and More, who was responsible for a well played 35, the Club finished up only 67 runs behind, with five wickets intact.

The Army, enjoying first knock on a fairly even wicket, did not display great consistency in scoring, but relied solely upon Lieut. Haslewood, Lieut. Dewar (34) and L/Cpl. Fry for their total of 213, which was an extremely useful one.

If Owen Hughes accomplished some excellent work with the ball, capturing six wickets for 41 runs, but the remainder of the Club attack was anything but convincing, and, revealing rather poor support from the field, returned less impressive averages.

Lieut. Haslewood secured two fairly cheap wickets early in the Club innings, but was later collared, and although Williams went down some fast stuff, which occasionally found a "spot," he was too much off the wicket to be wholly efficient, both Pearce and More playing him with confidence. Salmon obtained a victim which he certainly did not deserve, and then injured himself in the last over of the day. Scores:

Bowling Analysis.			
	O.	M.	R.
F. B. Reed	10	2	20
A. C. Beck	11	2	35
A. C. I. Bowker	12	3	48
A. Reid	13	1	48
H. Owen Hughes	13	3	41
G. R. Sayer	5	1	15

Club—1st Innings.

T. E. Pearce, not out	62
G. R. Sayer, c Davies, b Musson	8
E. R. Duckitt, c Airey, b Musson	5
G. R. Sayer, b Williams	38
R. H. Griffiths, b Salmon	4
H. Owen Hughes, c Thorpe, b Williams	3
E. J. R. Mitchell, not out	4
Extras	20

Total (for 5 wks.) 116

A. C. Beck, A. Reid, A. C. I. Bowker and E. B. Reed to bat.

KOWLOON C.C. WIN.

Beat the Royal Navy by Two Wickets.

In a low scoring match on the Kowloon Cricket Club ground yesterday, the Royal Navy lost to the home team by two wickets after being dismissed for only 46 runs. The hosts, however, put in their weaker batsmen first and then, after the close of the first innings, gave the visitors another knock.

Goodwin was in form with the ball for the civilian players and captured six of the wickets for only 10 runs, Pascoe being the only naval batsman to reach double figures. For Kowloon, Mackay contributed 31 of the 94 runs which the side made. Scores:

Bowling Analysis.			
	O.	M.	R.
Glass, c Mackay, b Goodwin	2	0	7
Spence, b.w., Goodwin	7	0	7
Handley, run out	7	0	7
Edwards, b Goodwin	9	0	9
Moseley, b.w., Goodwin	1	0	1
Harper, b Goodwin	0	0	0
Jewitt, c Goodwin, b Lyon	0	0	0
Piggott, b.w., E. F. Fincher	12	0	12
Pascoe, not out	8	1	8
Baker, c Skinner, b Fincher	0	0	0
Aylmer, b Goodwin	0	0	0
Extras	0	0	0
Total	40	0	40

FUN AMONG SAVAGES.

(Continued from Page 6.)

dress is far from corresponding with our "Barbrooke Grubb," who was the first white man to live amongst the Indians of the Paraguayan Chaco, tells a delightful story which shows the difference in viewpoint.

He offered a pair of cotton trousers as a gift to enlist the services of a guide. Tempting as the offer was, no one would volunteer for the job. But he had another pair, evidently made out of the end of a piece of calico, for stamped in blue ink on one of the legs were the British Lion and the words, "30 yards Manchester." This decorative garment proved irresistible, and he got his guide at once!

Love of finery, and the desire to emulate the white man, have led the simple savage into many a ludicrous situation as regards his "get-up."

In the early days of white settlement in New Zealand, we are told of the costumes worn by Maoris at a certain meeting that one man appeared in a soldier's tunic and a pair of spectacles, and another wore long blue stockings and a hat. One dandy's costume consisted of a pair of trousers tied round his neck along with a black stocking on one arm, and a white sock on the other. And the white missionary must have been sore put to it to keep a straight face when one of his Maori flock marched into church wearing the sleeves of a woman's gown as stockings, two baskets tied on his feet as shoes, and seven separate skirts carefully arranged so as to display part of each garment.

The widow of the Rev. C. S. Minty, a Wesleyan minister of Cardiff and formerly a missionary in China, who lost his life in attempting to rescue two of his daughters from drowning at Porthcawl, has been awarded a memorial certificate and an allowance of £2 2s. a week by the trustees of the Carnegie Hero Fund.

Bowling Analysis.

	O.	M.	R.	W.
Goodwin	9.5	3	16	6
Lyon	6	2	18	1
E. F. Fincher	3	1	12	2

Kowloon C.C.

G. C. Burnett, c Edwards, b Jovitt	3
R. C. Carroll, c Handley, b Glass	5
J. Goodwin, c Moseley, b Jovitt	14
E. E. Skinner, c Squarier, b Jovitt	3
D. W. Gregory, c and b Glass	0
N. A. E. Mackay, c Handley, b Moseley	31
W. C. Hung, c and b Jovitt	12
E. F. Fincher, b.w., Baker	17
E. Zimmerman, c Edwards, b Glass	5
E. C. Fincher, c Handley, b Moseley	0
J. C. Lyon, not out	0
Extras	2
Total	94

Bowling Analysis.

	O.	M.	R.	W.
Baker	5	1	25	1
Jovitt	9	2	15	4
Glass	5	0	32	3
Pascoe	2	0	13	5
Moseley	3	1	16	2

RECREIO v. UNIVERSITY.

Visitors Win Match by Two Wickets.

On the Club de Recreio ground the hosts were beaten by the University records by two wickets. J. H. Figueroa for the Recreio and A. A. Aziz for the University were the highest scorers for their respective sides. Scores:

Bowling Analysis.			
	O.	M.	R.
H. M. Xavier, c Fan, b Silva	22	0	22
H. A. Alves, c Leong, b James	13	0	13
L. J. Gutierrez, b James	2	0	2
M. F. Pinna, c Gossano, b Aziz	8	0	8
J. H. Figueroa, b James	36	1	36
A. P. Pereira, run out	1	0	1
G. A. Gutierrez, b Fan, b Silva	6	0	6
L. J. Silva, c Sully, b James	19	0	19
A. A. Remedios, run out	5	0	5
F. H. Carvalho, not out	0	0	0
A. A. Gutierrez, c Silva, b James	0	0	0
Extras	7	0	7
Total	133	0	133

Bowling Analysis.

	O.	M.	R.	W.
Tan	8	0	24	0
James	10.4	0	40	5
Silva	9	0	36	1
Aziz	2	0	14	1
Roy	3	0	13	1

University.

G. S. Scully, b Pereira	19
H. Normanby, b Pereira	3
P. M. N. da Silva, c L. J. Gutierrez, b Pereira	0
K. T. Loke, c Remedios, b Pinna	31
A. A. Aziz, c Remedios, b Pinna	12
R. E. G. Leong, b Alves	16
W. James, run out	10
E. Gossano, c Alves, b Pinna	0
P. L. Tan, not out	20
D. Roy, not out	15
Extras	14

Total (for 8 wks.) 141

Yahyabhey did not bat.

Bowling Analysis.

	O.	M.	R.	W.
Pereira	10	6	30	2
G. A. Gutierrez	8	0	22	2
Alves	12	0	48	2
Pinna	7	1	14	2
Silva	8	1	8	0
Figueroa	1	0	0	0

CHANGES IN THE GRAND NATIONAL.

FIVE-YEAR-OLDS TO BE BARRED.

Dramatic alterations have been made in the conditions of entry for next year's Grand National, with the object of eliminating, as far as possible, the moderate horses and reducing the field to reasonable proportions.

The changes, as compared with the conditions governing this year's race, are:

Five-year-olds barred, only horses of six years and upwards being eligible.

All entrants must have been placed first, second or third in steeplechase over three miles or more (or the equivalent in foreign distances), or have won a steeplechase, over any distance, of the value of £500. Selling races are excepted from these conditions.

Lowest weight, 10st. 7lb. Instead of 10st., which gives a range of only 2st. in the handicap.

Each horse left in at the final acceptance will cost 45s. owner £100 in entrance money, instead of, as last year, £85, with an additional £15 if the horse runs.

The Old Rules.

Hitherto, except in age—the qualification has been five years and upwards—there have been no restrictions on entrants, so that any sort of horse could be nominated and possibly run.

Indeed, the records show that Voluntary, who won the race in 1884, had never previously been over fences in public.

The Grand National has on five occasions been won by five-year-olds, who are now barred, the last of this age to succeed being the French horse, Laiterie III, in 1909.

Several times the race has been won by moderate horses, because the good ones have been interfered with or knocked down by animals who have lost their jockeys.

Anything which restricts the size of the field is therefore all to the advantage of the safe jumpers. The Clerk of the Course and the Stewards have, doubtless, been influenced in drawing up the new conditions by the threat of huge fields, consequent upon sweepstake promotions and their resultant temptations.

BIG EDUCATION BEQUEST.

AMERICAN'S \$7,000,000 FOR FOUNDED SCHOOLS.

Birmingham, (Ala.), Dec. 20. A bequest of upwards of \$6,870,000 was revealed here today when the last will and testament of the late Mr. Alan Harvey Woodward, iron manufacturer, was filed for probate.

The bequest is to constitute a foundation for the support of a group of schools for boys. The teachers for the first 25 years, the will stipulates, must be Northerners who will enable their students to learn that there is little difference between Yankees and Southerners.

The will further provides that only Caucasians born in the United States will be admitted to the schools. The schools will be non-sectarian.

RUSSIAN IMPERIAL FAMILY.

ASHES TRANSPORTED TO PARIS.

Paris, Dec. 20. General Janin, who tells the story in his book of how the ashes of the Russian Imperial Family were transported to Paris, has made the following declaration to a correspondent of *Le Journal*:

"It is correct that I brought away the ashes of the Imperial family which I had been able to gather. I looked after them until October, 1920. Then I sent them to M. de Giers, formerly Russian ambassador to Italy. I do not know what became of them after that."

RELEASE OF PRIESTS AND NUNS.

VICTIMS OF REDS AT KIANFU NOW SAFE.

Peking, Dec. 26.

The Apostolic Delegation has received information that the four foreign fathers and five sisters employed by Reds at Kianfu on October 4 have been released.

[The names of those captured are—Fathers Barbato, Capozzi, Purino (Italian), Father Thieffry (French), Sister Ramos (Filipino), Sister Rognoni (Italian), Sisters Le Port, Merio, Larmichant (French).]

Bishop Mignani (Italian) and Father De Jennis (French), were also captured at the same time, but were released on October 16.]

CINEMA NOTES.

NEW YORK BROKERAGE OFFICE RETRODUCED.

Reproducing a stock brokerage office, with tickers connected directly to the stock exchange to furnish actual quotations from the market, is reported to be one of the realistic details of "The Girl Said No," William Haines' new Metro-Goldwyn-Mayer all-talking vehicle which will open to-morrow at the Queen's Theatre.

A brokerage office was established at the studios, with quotation clerks at the boards tickers receiving quotations, and actual brokerage office clerks in charge. Haines played a clerk in the scene, but he was well able to handle his first job, before he entered the movies, as a clerk in just such an office.

It is said that Wall Street is the background of the new picture, with the star playing the role of a graduate just out of college and facing his first struggle in the business world. The production is supposed to be a sequel to "Brown of Harvard," one of Haines' earlier hits, showing him as a youth in his college career.

Sam Wood, director of "So This Is College" and "It's a Great Life," directed the new picture. Lella Hyams, who played opposite Haines in "Alone Jimmy Valentine," is now playing the role of the star's rival, which is the same role he played in "Brown of Harvard."

Phillips Crane, Polly Moran, William V. Moon, Carleton, Macy, William J. Cagney, Clara Handick and Junior Coghlan are in the cast.

Haines' detachable moustache.

A nose lip, like necessity, is the mother of invention. Spirit gum, used for affixing moustaches in the movies, hurt William Haines' skin. So the Metro-Goldwyn-Mayer star had an inventor, and in his new picture, "The Girl Said No," introduces the first "detachable moustache" of history.

Haines had a moustache fixed with a tiny celluloid clip that affixes itself to lip and nostrils, holds the artificial moustache perfectly and can be taken off in a moment. He says he got the idea from a necktie holder he sometimes uses.

The comedy star wears the moustache in a series of comical episodes with Lella Hyams, who plays opposite him. He says he's thinking of patenting the idea.

"Dough Boys" at the Queen's.

War in all its funny angles—and the picture proves that are thousands of them—is the theme of Buster Keaton's newest talking comedy, now playing at the Queen's Theatre. "Dough Boys" hasn't a dull moment in it what with laughs and thrills, thrills and laughs, and a love story in between.

The new Metro-Goldwyn-Mayer picture shows Keaton as a millionaire's son who enlisted for the late unpleasantness. His troubles in training camp and at the trenches make a ripping comedy of errors, with canny Keaton first of him to get an and a hard boiled top sergeant always behind him.

A novel idea was carried out in filming the picture. The battle scenes are as authentic as skill could make them. The picture is set with a thousand men and tons of ammunition, real army equipment and army officers in charge. In fact, it is as authentic as "The Big Parade" so far as the battle scenes go, and the contrast makes the comic antics of Keaton, Cliff Edwards and the rest all the funnier.

Keaton plays the redoubtable Elmer Stuyvesant, and blunders through the war to come out a hero in spite of himself. Sally Eilers is charming as the heroine, his sweetheart, in the entertainment unit.

Cliff Edwards and his trusty ukulele come in for plenty of comedy, too, and Cliff warbles "Sing" for the seduction of one and all. Edward Brady plays the tough sergeant and extracts much comedy from the role, and Pitzzy Katz, Victor Potel and others are in the fun brigade. Frank Mayo is convincing as the captain and Arnold Korff as the German valet who turns German.

Edward Seligwick directed the picture and appears in the picture too as the campcook in a brief sequence, showing that a comedy director can also be comedian.

Keaton, Cliff Edwards and the rest also are in the picture too as the campcook in a brief sequence, showing that a comedy director can also be comedian.

The riotous entertainment at the front with Keaton's antics as a volunteer member of the show, and the "It is correct that I brought away the ashes of the Imperial family which I had been able to gather. I looked after them until October, 1920. Then I sent them to M. de Giers, formerly Russian ambassador to Italy. I do not know what became of them after that."

Not only is "Dough Boys" the most elaborate Keaton picture to date, but it is one of the swiftest and most hilarious pieces of entertainment in many moons.

"Captain of the Guard."

The march of the "Men of Marcellus" is one of the most dramatic highlights of history, and in the Universal all-sound musical romance "Captain of the Guard," which is now being screened at the Central Theatre, this heroic march is shown in all of its gripping impressiveness.

It was this handful of nondescript heroes which turned the tide of battle in the revolution from defeat to victory for the revolutionists, and the manner in which they fought and won is depicted with startling realism in the tremendous conflict shown in the picture. Only 500 strong, it marched from their home, Marcellus, in the South of France, clear to Paris, arriving just in the nick of time to hurl themselves in the fray. It was a new courage to its comrades who were being thrown back by the King's armies.

Such is the climax of "Captain of the Guard"—a climax which is approached through a most romantic and appealing love story. The romance is between Laura La Plante and John Boles, who are co-starred in the picture, during the course of which Boles' golden voice is heard in the picture.

Five new songs, written especially for the picture by Chinese Wakefield Gagnon, the American Composer. Written by Houston Branch and directed by John Robertson, "Captain of the Guard" is a dramatic cross-cut of the beginning of the French Revolution. Sam de Grassi, James Marcus, Lionel Belmore, Stuart Holmes, Evelyn Hall, Claude Fleming, George Hackathorne and are in the cast.

LAWLESS PROVINCES.

BRITISH POLICE WORK ON THE YANGTZE.

"The Work of British Gunboats on the Yangtze" was the subject of a lecture given at the Royal United Services Institution, Whitehall, by Vice-Admiral R. J. Tweedie, who was senior naval officer on the Yangtze River from 1927 to 1929. Admiral Sir Reginald Tyrwhitt presided.

Vice-Admiral Tweedie gave a description of the waters on which the flotilla operates, and said the part of the river where the gunboats worked was a stretch of about 1,600 miles. For convenience of reference it was divided into three parts—the lower, middle, and upper rivers.

Each had its own special and very different characteristics—material and political. The lower river, from the mouth to Hankow, was a run of 600 miles. It might be said roughly that in the lower river districts, and including Hankow, they saw semi-Western methods of government. Foreigners were plentiful. Above Hankow the foreigners were more scarce. To land in or near a village was to invite the curiosity of men, women, and children, and it was curious that the more remote the village the more friendly they seemed. More than once he had known the local linguist pushed forward to warn him not to go in a particular direction "because of bad men," otherwise he might be in trouble.

Piracy was perhaps the natural result of prolonged civil war. Rebellions, general on the countryside, hordes of bandits and robbers, who provided incidents for British gunboats to deal with. Above Hankow there was no civil government in the land, even of the most primitive type, and he believed it was true to say that nowhere was the British gunboat more welcome by the law-abiding Chinese themselves.

"It was in this district," the lecturer said, "that we once came abreast of a cluster of big sailing junks at anchor, and as we approached there was a terrific hullabaloo. I told the captain to stop and see what was the matter. It appeared that less than an hour before the junks had been boarded by pirates, looted, and an old man, described as very rich, and two girls had been borne off as prisoners. The pirates had escaped in a tug. It was not strictly our business, but the danger to British shipping, which was our business. We gave chase and eventually overhauled the tug. As so often happens, she ran her nose into the bank and the pirates escaped before we got up. But we got the old man and the ladies."

The gunboat flotilla was part of the China Fleet and worked directly under the orders of the Commander-in-Chief. There were nine towns on the river, not counting Shanghai, where there were permanent British interests and traders living with their wives and families. There were, besides, two big British shipping firms which had regular passenger and cargo steamers plying up and down the whole stretch of the river, a third line trading exclusively in oil. To meet these commitments we had 13 gunboats, of which one was the flagship and must be free to move anywhere at a moment's notice. The flotilla would not be numerically strong enough without assistance from the Fleet, which took the form of a cruiser frequently at Nanking, and one at Hankow.

He was of opinion that the system of gunboat control by the treaty powers, which the Chinese Government could not have carried out unaided, and to which the British Government had contributed a large share, was at the present time, and had been for the last five years, the one bulwark which had prevented complete chaos in China. It had enabled merchants, both foreign and Chinese, to continue to function in the most surprising way, and it was an astounding fact that, in spite of revolution, bandits, brigands, pestilence, and famine, the maritime Customs returns showed an annual advance.

Admiral Sir Reginald Tyrwhitt paid a tribute to the work of the vice-consuls, and to the way in which the commanders and the lieutenant-commanders of the gunboats carried out their duties when he was Commander-in-Chief in China.

Five new songs, written especially for the picture by Chinese Wakefield Gagnon, the American Composer. Written by Houston Branch and directed by John Robertson, "Captain of the Guard" is a dramatic cross-cut of the beginning of the French Revolution. Sam de Grassi, James Marcus, Lionel Belmore, Stuart Holmes, Evelyn Hall, Claude Fleming, George Hackathorne and are in the cast.

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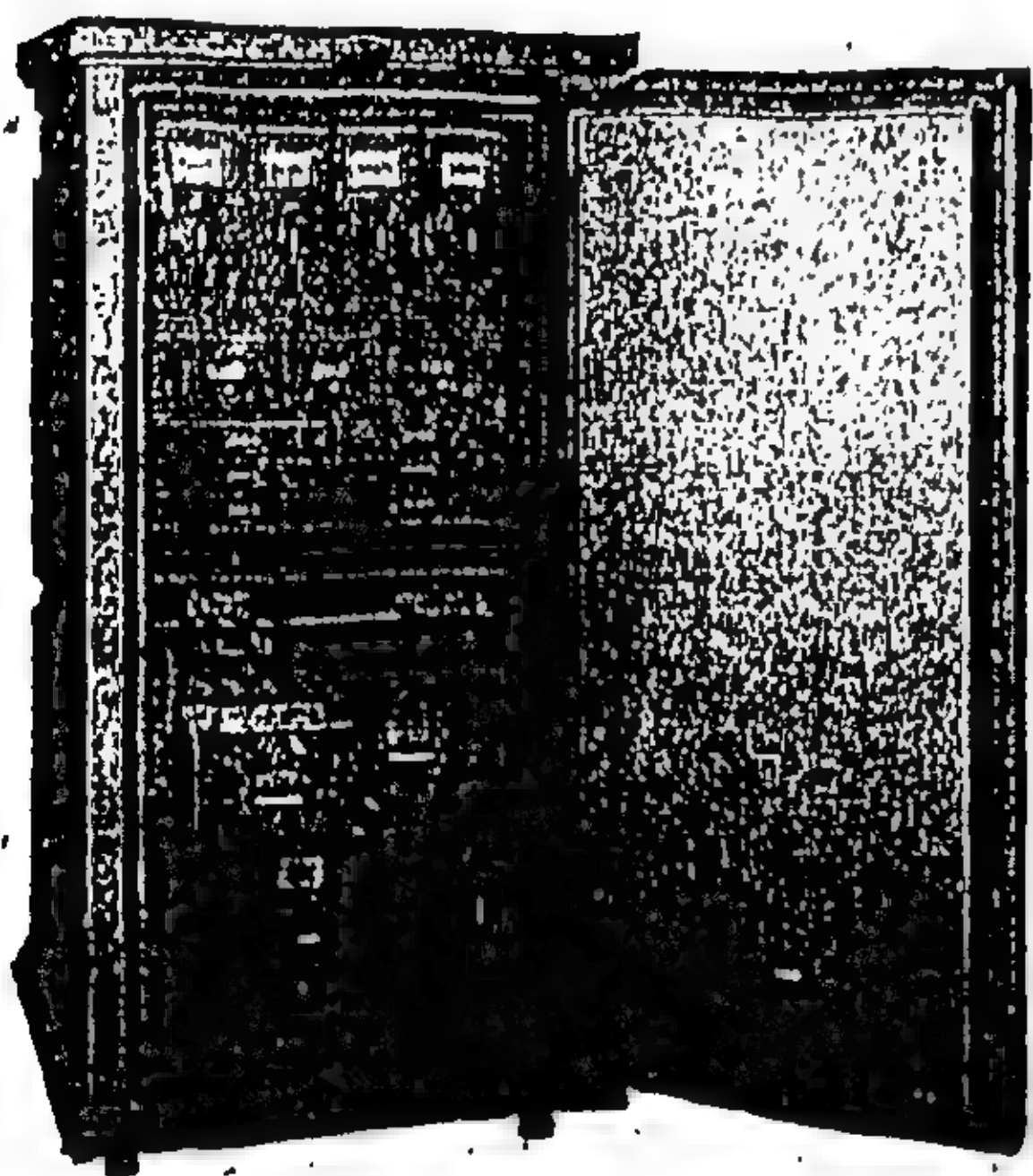
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XMAS SPORTS.

ENJOYABLE AFTERNOON FOR CHILDREN.

A large number of children spent a happy afternoon at the Civil Service Club yesterday on the occasion of the annual Xmas tree and sports. Many side-shows had been erected for the benefit of the youngsters, including a chute which proved very popular a seesaw and a coconut shy. Mr. Millington was a very effective Father Christmas, while Messrs. A. F. Paul and F. Norrington, clowned to the huge delight of the children. Chinese jugglers also contributed to the general entertainment.

In the centre of the ground was a big Christmas tree, loaded with presents, which were distributed by "Santa Claus" at the end of the afternoon, each child receiving a present.

The sub-committee responsible for the arrangements was composed of the following: Messrs. A. W. Grimmitt, F. H. Holdman, J. Shand, J. Hollidge, H. E. Strange and B. E. Maughan.

Prizes won during the season, and those won by the kiddies during the afternoon, were distributed by Mrs. G. R. Sayer, who was introduced by Mr. J. R. Wood (Acting Chief Justice). After the distribution, Mrs. Sayer was presented with a cut-glass vase by Miss Pauline Sanger. The prize list was as follows:

Best batting average, first eleven, Mr. J. E. Richardson.
Best bowling average, first eleven, Mr. J. E. Richardson.
Best batting average, second eleven, Mr. E. S. W. Paterson.
Best bowling average, second eleven, Mr. S. Randle.

Bowls.
Championship singles, Mr. A. O. Brown.

Club Handicap Singles, 1. Mr. A. W. Grimmitt, 2. Mr. C. J. Dobbs.
Club Handicap Doubles, 1. Messrs. H. E. Strange and W. E. Hollands, 2. Messrs. C. J. Dobbs and Archibald.
Club Lawn Bowls, winning rink, Messrs. A. W. Grimmitt (skip), R. Wood, J. Dobbs, and T. O'Neill.
Runners-up, Messrs. J. Massey (skip), G. Moss, H. Hollands and C. Strange.

Tennis.
Club Championship, Mr. J. Barrow.
Runners-up, Mr. F. W. Bradley.
Mixed Doubles, Messrs. F. W. Bradley and G. Mitchell.
Runners-up, Mr. J. Randall and Mr. G. Fowler.
Mixed Doubles Handicap, Mr. and Mrs. G. Gull.
Runners-up, Doctor and Mrs. D. J. Valentine.

Children's Sports.
Boys between 10 and 14, 1. Noel Booker, 2. Arthur Wood, 3. N. D. Booker.
Girls between 10 and 14, 1. Violet Bradbury, 2. Edna Grimmitt, 3. Flo Grimmitt.

Boys between 6 and 10, 1. F. Hollands, 2. Freddie Jones, 3. D. Hollidge.

TIN PRODUCTION AGREEMENT.

INTERNATIONAL QUOTA SYSTEM EXPLAINED.

London, Dec. 26.

Plans for an international quota agreement for tin embracing ninety per cent of the world output, are set forth in a circular letter to members of the Tin Producers' Association from Sir William Peat, the chairman of the executive committee.

This agreement, which is now being finally considered by the Governments concerned, and is subject to their assent, provides:

Firstly, that the international quotas shall be retrospective from January 1, 1931, so that any tin or tin ore exported after December 31 will be brought within the allotted quotas for the first quarter of 1931.

Secondly, the agreement shall continue in force for two years. Thirdly, the quotas—but not the ratio of quotas—shall be varied periodically as conditions require, the purpose of the agreement being correlation of supply and demand and reduction of the present accumulated stocks to normal proportions.

Fourthly, the "ratios" are based on the agreed production of 1929. For example, the Malayan ratio shall represent the proportion of world production exported by Malaya in 1929, namely 37.14 per cent. Similarly the ratios of Bolivia, the Dutch East Indies and Nigeria will aggregate 49.6 per cent.

The "quotas" represent the maximum tonnages exportable from January 1, 1931, and are determined in each case by applying the "ratios" to the aggregate amount of tin to which, under the agreement, it may be decided to limit exports.

Fifthly, an advisory committee representing the producers and the Governments concerned shall be appointed to assist in connection with matters arising from the preceding clause.—*Reuter.*

Girls, under 10, 1. Beryl Hollands, 2. Fred Grimmitt, 3. June Booker.
Boys, over 14, 1. George Moss, 2. Roy Ferguson.
Girls, over 14, 1. Helen Grimmitt, 2. Rosie Murphy, 3. Beryl Hollands.
The race for men over 40 was won by Mr. Grimmitt, while Mrs. Holdman won the bowls prize, with four points. The ladies' coconut shy was won by Mrs. Major with four points.

AMSTERDAM AS A PORT

WIDENING THE NORTH SEA CANAL.

Amsterdam, Nov. 30.

Amsterdam, though 16 miles from the sea, is setting out to become one of the foremost European ports. Extensive works on the North Sea Canal are being carried out, as a result of which a vast accession of new traffic is anticipated.

The canal at the moment is 164 feet wide at bottom, and has a depth of 32 feet. The works now in hand will increase the width first to 246 feet and later to 328 feet, while the canal is being dredged to 41 feet, the ultimate depth planned being 49 feet.

The importance of the enlargements may be judged when comparison is made with the dimensions of the Suez and Panama Canals. The former has a depth of 30 and a width of 147 feet, while the latter is 45 feet deep and 300 feet wide.

Work is already well in hand at different points along the canal bank, and new and extra dykes are being built to hold the increased quantity of water, the level of which in many parts is well above that of the surrounding fields.

Other important works carried out in connexion with the scheme include the recent completion of a new and larger dock at IJmuiden, the North Sea terminus of the canal. This dock, which enables ships to pass into the open sea at all states of the tide, is 1,312 feet long, 164 wide, and 49 feet deep.

CHIANG AT NANKING.

Nanking, Dec. 26.

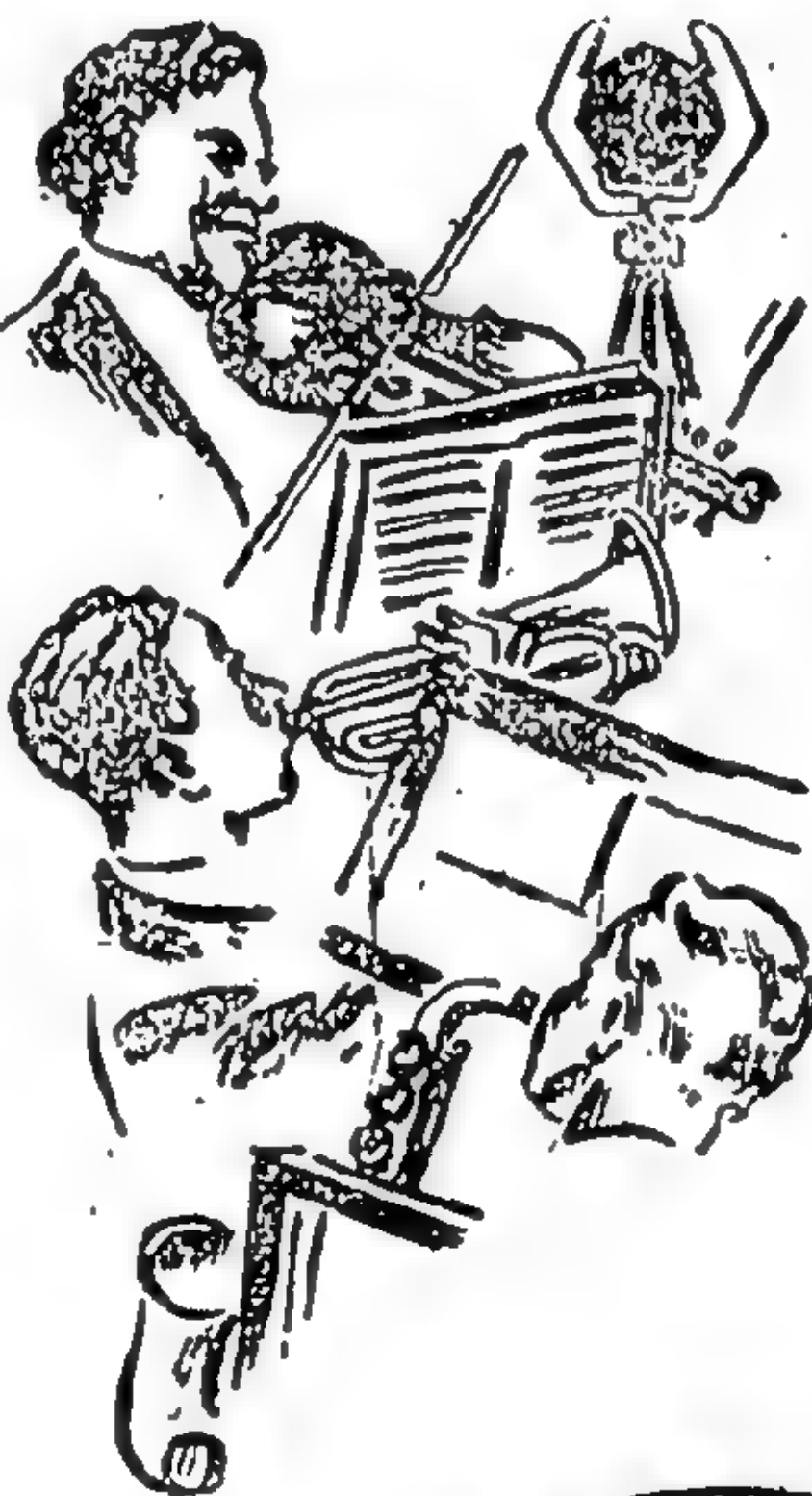
Marshal Chiang Kai-shek arrived here this afternoon, a large gathering welcoming him.—*Reuter.*

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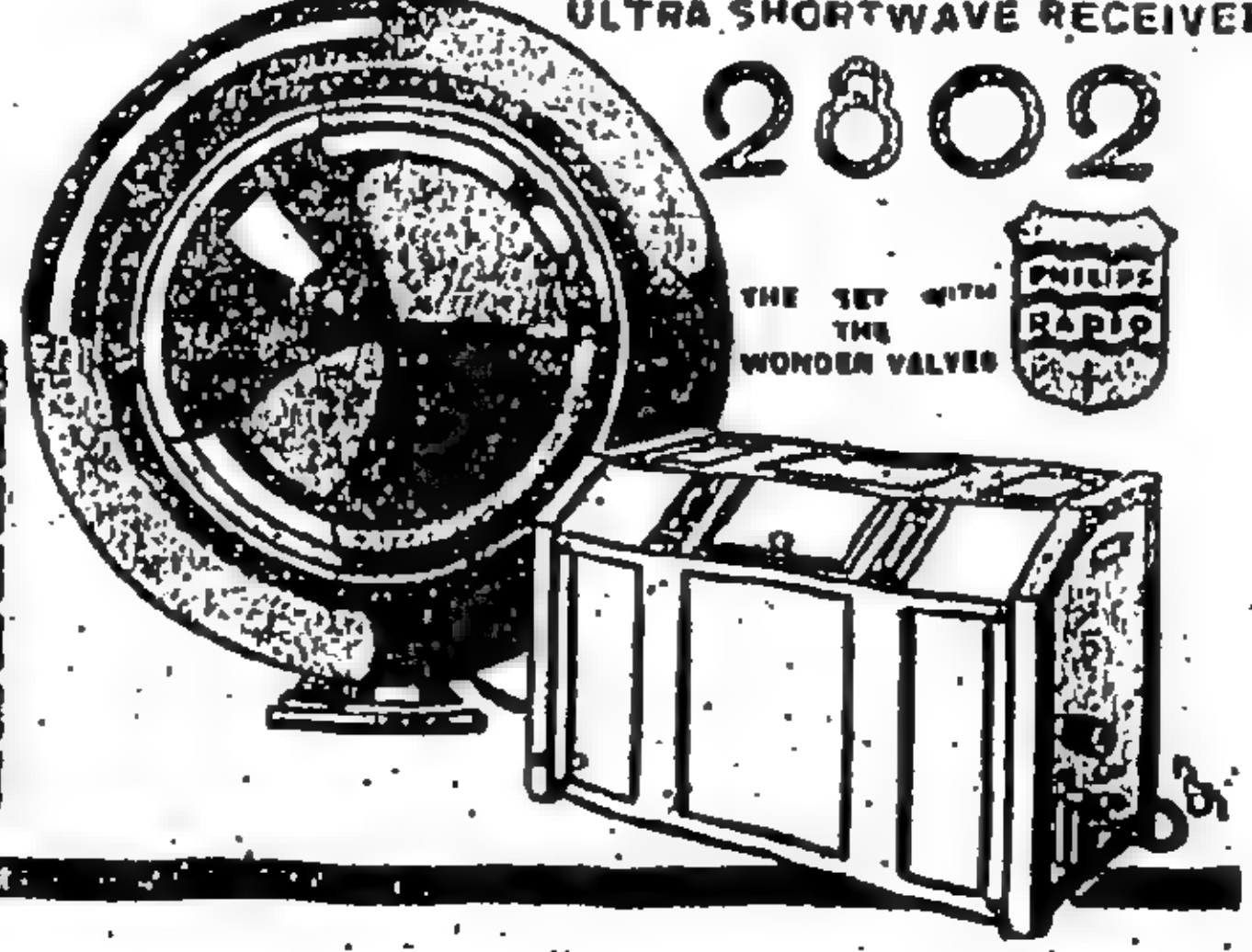


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OBITUARY.

FORMER MEDICAL OFFICER OF HONGKONG.

Mrs. D. Annabella Murdoch Gale, M.D., has died at Stuston, near Diss. The daughter of Dr. Clark, a former city analyst of Glasgow, she gained a scholarship to Cambridge in Biology, and took the M.D. and B.Sc. degrees at Glasgow. During the war she was Medical Officer of Health in Hongkong, where her husband was Assistant Director of Public Works, and afterwards practised at Maclefield.

During the past few years she had been engaged at children's welfare centres in North Lambeth and at Carshalton. For some months she had been occupied with special research work on blood pressure, and the results of her studies will shortly be published.

In August, 1928, her son, Mr. R. C. C. Gale, of the Air Force Reserve of Officers, crashed in an aeroplane and sustained serious injuries. Mrs. Gale at once gave up all her medical duties to devote her time to the care of her son, and Mr. Gale recovered sufficiently to resume his studies at Cambridge. Last January the sports car in which he was travelling to London collided with a motor-lorry, and his injuries resulted in his death. The effect of this second accident undermined Mrs. Gale's health.

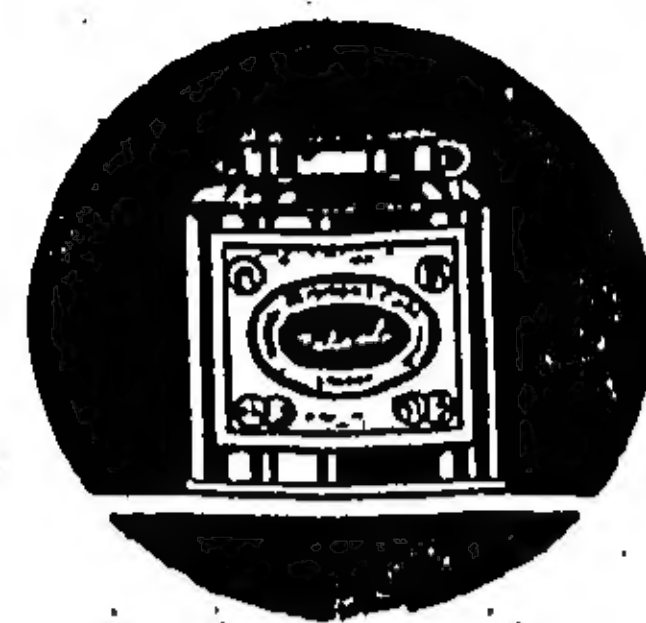
Father Arkwright.

Old pupils and friends of Rev. Father William Arkwright, S.J., will be sorry to hear of his death, at an advanced age, in the college of Belgium in India, on Nov. 22 last. The news received at Macao states that Father Arkwright died practically in harness, feeling unwell for one day only before his death, and he passed away peacefully.

The late Father Arkwright, who was sixty-eight years old, was well-known in the Far East, and taught in St. Joseph's Seminary College at Macao for many years, throwing himself with such enthusiasm into

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his work that his students are numbered among the most distinguished Portuguese in the East, and the College earned a reputation for the excellent English scholars that came from Macao. Removing to India, he repeated his success at Cochin, and later at Belgaum, at St. Paul's High School, whither, owing to his advanced age, it was thought advisable to send him so that he might get the benefit of the better climate there.—Our Own Correspondent.

A BED ENDOWED.

THE LATE MISS EDITH NETTLETON.

Rev. G. H. Marshall, Vicar of St. Augustine's, Halifax, writes as follows to the Editor *China Express and Telegraph*. While the memory of Miss Nettleton's tragic death and the facts of her life-long service of China are still in your readers'

minds, may I ask the hospitality of your correspondence columns to make known to them the proposed memorial to her?

Any memorial to one so devoted to China must be in China. Equally it must in some way link on to the work she cared for so much. It has been decided, therefore, to try to endow a bed in the Foochow Hospital, where she was known. This will require a capital sum of about £300.

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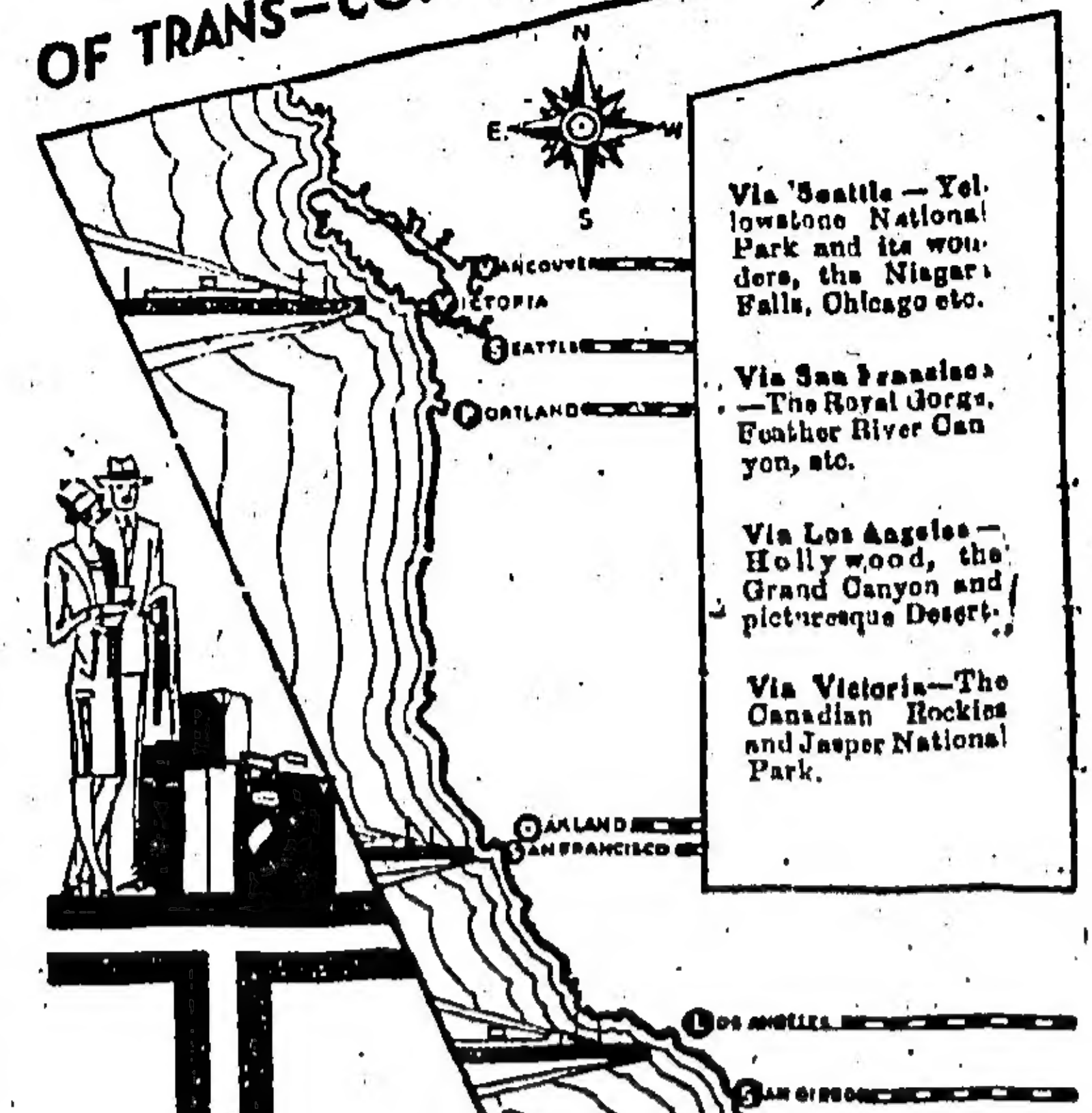
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Mar. 5	Mar. 8	Mar. 11	Mar. 13	Mar. 22
Apr. 4	Apr. 7	Apr. 10	Apr. 12	Apr. 21
May 3	May 6	May 9	May 11	May 20
Jun. 2	Jun. 5	Jun. 8	Jun. 10	Jun. 19
Jul. 1	Jul. 4	Jul. 7	Jul. 9	Jul. 18
Aug. 1	Aug. 4	Aug. 7	Aug. 9	Aug. 18

*Call at Nagsacki the day after departure from Shanghai.
† Calls at Honolulu on May 8, 22 calls at Honolulu on June 6.

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Leave	Arrive
Hong Kong	Manila
Dec. 30	Jan. 1
Jan. 10	Jan. 12

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To YOKOHAMA via Shanghai & Kobe.

SPHINX.....	6th Jan. 1931.	ANDRE LEBON	6 Jan. 1931.
G. METZINGER.....	20th Jan.	PORTHOS.....	20th Jan.
ANDRE LEBON.....	3rd Feb.	CHENONCEAUX.....	3rd Feb.
PORTHOS.....	17th Feb.	ATHOS II.....	17th Feb.
CHENONCEAUX.....	3rd Mar.	D'ARTAGNAN.....	3rd Mar.
ATHOS II.....	17th Mar.	ANGERS.....	17th Mar.
D'ARTAGNAN.....	31st Mar.	SPHINX.....	30th Mar.
ANGERS.....	14th Apr.	G. METZINGER.....	13th Apr.

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The radio programme to be relayed by Z. B. W. on a wavelength of 365 metres to-day is:
4.00-7.00 p.m. Chinese Programme.
7.00 p.m. European Programme of Columbia Records selected and supplied by Messrs. Anderson Music Co.
7.00-7.35 p.m. Musical Comedy.
The Maid of the Mountains.
Vocal Gens.
Columbia Light Opera Co. DX81.
The Cuckoo-Selections.
Song of The Flame-Selections.
Van Phillips and His Concert Band. DX83.

The Three Musketeers-Vocal Gens.
Columbia Light Opera Co. DX86.
The Merry Widow-Selections.
London Theatre Orchestra. DX84.
7.35-8.10 p.m. Orchestra and Band.
Marital Moments.
H. M. Grandier Guards' Band. 9065.
Melodious Memories-Pot Pourri.
Rogal Cinema Orchestra. 9722.
Gavotte from "Idemmeno."
Andante for Flute and Orchestra.
Zurich Tonhalle Orchestra. 9053.
Variety.

8.10-9.00 p.m.
Chorus-An Old Time Music Hall.
The Variety Singers. 1052-1053.
Tri-Royal Hawaiian Hotel.
Tri-Hoela.
Sol Hoopii's Novelty Trio. 170-170.
Pianoforte Solo-A Cottage For Sale.
Pianoforte Solo-On The Sunny Side of The Street.
Fred Olding. 184-188.
Song-My Heart Belongs To The Girl Who Belongs To Somebody Else.
Jack Plant (Baritone). 285.
Humorous Song-Old Time Comedians.
Frank Wood. 281.
Song-Fredrick-Love Will Kiss and Ride Away.
Len Seidl (Soprano). 269.
9.00 p.m. Weather Report Local Time, etc.

Dance Programme.
9.00-12.00 p.m.
Fox Trot.
In A Quiet Corner. 122.
Slow Fox Trot.
One Night Alone With You.
Fox Trot.
Under The Sweetheart Tree. 131.
One Step.
Tid-Die-Id-Die-Una-Pum.
Fox Trot.
With Out My Gal. 146.
What A Perfect Night For Love.
Mother's Smile. 108.
Waltz.
The Sacred Flame.
Slow Fox Trot.
Charlotte's Masquerade-Who Cares? 145.
Charlotte's Masquerade-I Fell For You.

Fox Trot.
Cuban Love Song. 149.
Waltz.
Fleur D'Amour.
Fox Trot.
Nippy-It Must Be You.
Two of Everything.
Slow Fox Trot.
He's My Secret Passion. 134.
One Step.
Let's Go Native.
Fox Trot.
Addio. 143.
That's Where The South Begins.
Fox Trot.
A Slave To Love. 147.
Waltz.
The Same As We Used To Do.
Fox Trot.
Follow A Star. 140.
Slow Fox Trot.
Don't Wear Your Heart On Your Sleeve.

Fox Trot.
Over The Garden Wall. 139.
One Step.
There's A Good Time Coming.
Fox Trot.
June Kisses. 133.
What's The Use Of Livin' Without Love?
Happy Feet.
A Bench In The Park.
You're Just The One Girl For Me. 126.
Waltz.
The Love Waltz.
Fox Trot.
Say A Little Prayer For Me. 130.
Californian Serenade.
With My Guitar and You. 107.

CONSIGNEES' NOTICES.

INDO-CHINA STEAM NAVIGATION CO., LTD.

From CALCUTTA, SINGAPORE and PENANG.

The Steamship,
"KUTSANG"

Consignees of cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. whence delivery may be obtained. Owing to the steamer stranding on the voyage to Hongkong, a General Average is being declared and Consignees are required to sign the usual General Average Bond and pay the required Deposit before delivery can be granted. All damaged packages must be left in the Godowns where they will be examined by Messrs. Goddard and Douglas.

All claims must be presented within 30 days of arrival otherwise they will not be recognized.
No claims will be admitted after the Goods have left the Godowns.
No Fire Insurance will be effected by us in any case whatever.

JARDINE, MATHESON & CO., LTD.

General Managers.
Hongkong, 18th December, 1930.

One Step.
Shoo The Hoodoo Away.
Tango Fox Trot.
Once In A While. 125.
Fox Trot.
Song of Swanee.
Waltz.
You'll Never Realize. 152.
One Step.
We've Got To Carry On.
Slow Fox Trot.
If Your Kisses Can't Hold The Man You Love. 124.
Fox Trot.
The First Week End In June. 124.
Waltz.
Just An Old Refrain. 109.
Somewhere In My Heart.
Fox Trot.
Nippy-Your Sunny Disposition and Mine. 153.
Nippy-The Toy Town Party.
Fox Trot.
Where Can You Be? 135.
Waltz.
Can This Be Love?
Fox Trot.
Beware of Love. 114.
Give Me Back My Heart.
Waltz.
Kashmiri Song.
Someday I'll Find You.
12 midnight. Close Down.

SUNDAY'S PROGRAMME.

11.00 a.m. St. John's Cathedral Service.
12.00 noon. Chinese Programme.
1.30 p.m. Weather Report, Local Time, etc.
2.00 p.m. Close Down.
6.00 p.m. Chinese Programme.
8.00 p.m. European Programme of Victor Records selected and supplied by Messrs. Tang Fook Piano Co.
8.00-8.30 p.m.—
Gems from "Aida."
Victor Light Opera Company. 35940.
The Earl King (Schubert). 7177.
Ernestine Schumann-Heink. 7177.
Cavalleria Rusticana. 35816.
La Traviata (Chorus of Gypsies).
La Traviata (Chorus of Gypsies).
8.30-9.00 p.m. From The Studio a Pianoforte Recital by Miss L. Pecker.
Rigoletto-Concert-Paraphrase by F. Liszt.
Grand Etude (La Campanella) by Paganini and Liszt.
Grand Etude (La Chasse) by Paganini and Liszt.
Etude de Concert No. 3 by F. Liszt.
9.00 p.m. Weather Report, Local Time.
9.05-10.00 p.m.
Jewels of the Madonna.
Victor Symphony Orchestra. 35976.
Hark! Hark! The Lark-Hodge Rosen-Who Is Sylvia?

CONSIGNEES' NOTICES.

OCEAN STEAM SHIP CO., LTD.

And
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Vessel, "KIXON"

From SEATTLE, VANCOUVER and VICTORIA via JAPAN.
are requested to take delivery of Flour and Lumber shipments as soon as the vessel is ready to discharge and are hereby notified that if their lighters are not placed alongside the steamer as required, their shipments will be discharged into Holt's Wharf Kowloon, at their expense, where the cargo will lie also at their risk and expense and subject to the terms and conditions of storage at Holt's Wharf. Steamer will commence discharge on the 24th December, 1930.

General cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignees' risk and subject to the terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from the Godown on and after 24th December, 1930.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.
No claims will be admitted after the Goods have left the steamer's Godown, and all General Cargo remaining undelivered after 30th December, will be subject to rent.
All Claims against the Steamer must be presented to the undersigned on or before the 12th January 1931, or they will not be recognized.
No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd December, 1930.

SERVICES CONTRACTUALS DES MESSAGERIES MARITIMES.

The Steamship,

GENERAL METZINGER"
Arrived Hongkong on Thursday, the 23rd December, 1930.
From MARSEILLES & Consignees of Cargo by the above named steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hongkong Kowloon wharf and Godown Co., Ltd., Kowloon, whence delivery can be obtained as the goods are landed. Goods not cleared within 7 days including date of arrival, will be subject to rent.
All claims must be sent to the undersigned before the Thursday, the 1st January 1931, or they will not be recognized.
Damaged Packages must be left in the Godowns for examination by the consignees, and the Company's Surveyor Messrs. Goddard and Douglas at 10.00 a.m. on Monday, the 29th December, 1930.
No claims will be admitted after the goods have left the Godowns.
No Fire Insurance will be effected by us in any case whatever.

R. OHLL, Agent.

Hongkong, 23rd December, 1930.

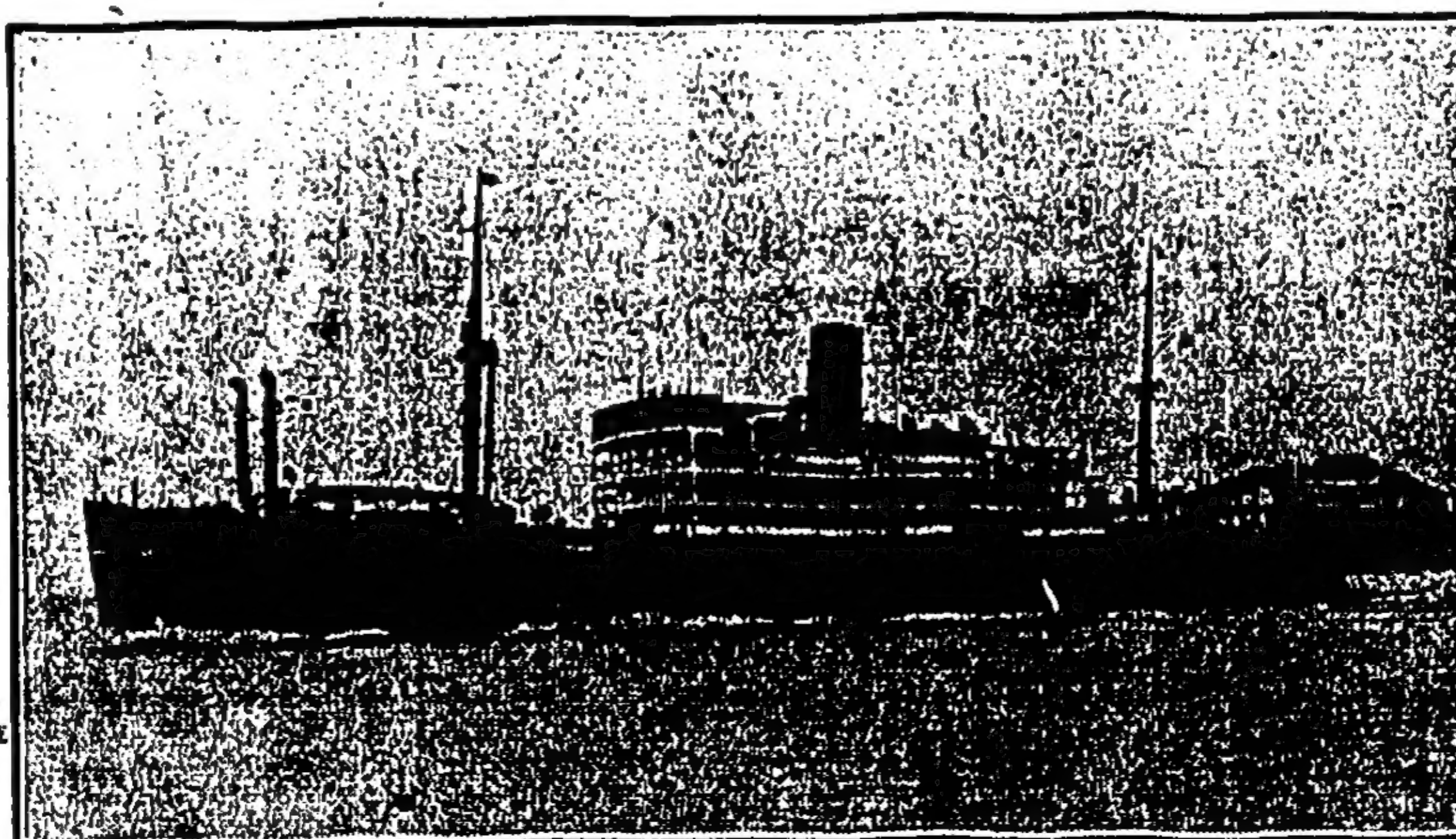
John McCormack (Tenor). 6062.
Hungarian Dance.
San Francisco Symphony Orch. 1299.
Wedding Of The Winds.
A Bunch Of Roses.
Marimba Orchestra. 22315.
Oh! Promise Me.
Louise Homer (Contralto). 1295.
Melodie Arabe.
Stellene and Rigaudon.
Sadah Shuchari (Violinist). 4114.
Hymns of Praise.
Trinity Choir. 36028.
Prelude In A Minor.
Old Vienna.
Humbold Vukovky (Pianist). 4115.
The Song Is Ended.
Reinold Werrenrath (Baritone). 1310.
The King of Love My Shepherd Is.
Trinity Choir. 36011.
God Save The King.
10.00 p.m. Close Down.

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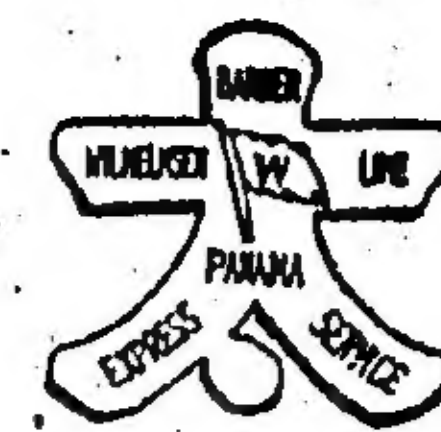


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S. S.	Tons	From Hongkong (about)	Destination
*LAHORE	5,304	27 Dec. noon.	M'les, L'don, Hull, H'burg, Rotterdam & A'werp
RANCHI	16,650	3 Jan. 1931. noon.	Bombay, M'les & L'don
*MIRZAPORE	6,715	6 Jan. 10 a.m.	Straits, Colombo & B'bay
*JEYPORE	5,318	10th Jan.	M'les, L'don, Hull, H'burg, Rotterdam & Antwerp
KASHMIR	8,985	17th Jan.	M'les, L'don, Hull, Rotterdam & Antwerp
COMORIN	15,132	31st Jan.	Bombay, M'les & L'don
*PERIM	7,640	7th Feb.	M'les, London, Hull, H'burg, Rotterdam & Antwerp

*Cargo only. † Calls Casa Blanca.

Frequent connections from Port Sai for Passengers and Cargo to Constantinople, Pyrene, Smyrna and other Levant by Steamers of the Rhedivial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS

TILWA	TALAMBA	TALMA
10,006	8,018	10,000
7th Jan. 1931.	16th Jan.	3rd Feb.
S'pore, Penang & Calcutta	S'pore, Penang & Calcutta	S'pore, Penang & Calcutta

B. I. Aparcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

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ST ALBANS	NELLORE	T. ND.
4,500	6,853	6,956
2 Jan 1931 3 p.m.	31st Jan.	28th Feb.
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TALAMBA	KIDDERPORE	COMORIN	NELLORE	TALMA	KASHGAR	KHIVA	M-LWA
8,018	5,334	15,132	6,853	10,000	9,005	9,135	10,980
28 Dec. D'light.	1st Jan. 1931.	3rd Jan.	6th Jan.	12th Jan.	17th Jan.	24th Jan.	31st Jan.
Amoy, Moji, Kobe & Osaka	S'hai, Moji & Kobe	S'hai, Kobe & Yoko	S'hai, Moji, Kobe, Osaka & Yoko	Amoy, S'hai, Moji, Kobe & Osaka	S'hai, Moji, Kobe & Yoko	S'hai, Moji, Kobe & Yoko	S'hai, Moji, Kobe & Yoko

*Cargo only.

All dates are approximate and subject to alteration without notice.

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STEAMER

TAIPING 7th Jan. 1931. 20th Feb. 1931. 27th Mar. 1931. 4th Apr. 1931.

CHANGTE 14th Jan. 1931. 27th Feb. 1931. 6th Mar. 1931. 13th Apr. 1931.

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NANCY CARROLL

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Hongkong.

THE ABOLITION OF LIKIN.

CHIANG SAYS APPEALS ARE
FUTILE.

NANKING INSISTENT.

Nanking, Dec. 26.
Marshal Chiang Kai-shek has
telegraphed to all Provincial Gov-
ernments emphasizing the card-
inal necessity for the abolition of
likin, which he describes as the
most objectionable of the native
taxes which have been doing great
harm to trade in all parts of the
country.

Marshal Chiang adds that Gov-
ernment is determined upon the
abolition of likin although it is a
severe test.

Abolition was sanctioned by the
Fourth Kuomintang Plenary Ses-
sion which, like the Finance Min-
istry, was quite satisfied that likin
impositions must be stopped despite
the numerous obstacles. The
President warns Provincial
militarists and civil administra-
tors that it is futile to appeal to
Nanking for a postponement of
likin abolition and adds that severe
punishment may fall on those who
ignore the decree.

It is pointed out that with the
abolition of likin taxes the Nan-
king Finance Ministry will suffer
to the extent of at least
\$100,000,000.

China's Finance.

Another big effort to effect unity
in the financial affairs of the
country is announced by Mr. T. V.
Soong, who today issued a decree
declaring the decision of the Nan-
king Government to entrust the salt
administration to representatives of
the Nanking Finance Ministry.

Provincial militarists are ordered
not to interfere with the salt
administration from January 1931.
Commenting on the new excise
taxes on nineteen classifications of
foreign goods, the Finance Min-
ister declares that Special Tax
Bureaux will be opened in the Pro-
vinces by the officials of the Nan-
king Finance Ministry and all
revenues collected at these
bureaux will be remitted direct to
Nanking.

The Finance Minister admits
that the abolition of likin will de-
prive the Provincial Governments
of a large source of revenue and
that some Provincial Governments
will find it difficult to balance their
budgets. The Nanking Government
will be willing to render financial
assistance.

**CARNIVAL DANCE
AT Y.M.C.A.**

**HAPPY BOXING NIGHT
FUNCTION.**

The European Y. M. C. A., Kow-
loon, presented a gay scene last
night on the occasion of the Box-
ing Night carnival dance, nearly
100 attending in fancy costumes,
leading additional attractiveness
to the already gaily decorated
room, with its streamers, balloons,
special lighting effects, and an
artistically prepared stage, from
which the Lyric Band discoursed
music.

Up to an early hour this morn-
ing the revels were maintained, the
merry company delighting in
novelty dances and the atmosphere
of complete informality which
marked the occasion.

Mr. G. W. E. Tree, whose pro-
fession as master of ceremonies at
any Y. M. C. A. function is now
regarded as essential to the suc-
cess of the occasion, once again
carried out these duties in his cus-
tomary happy manner, being as-
sisted by members of the Social Com-
mittee, who left no stone unturned
to make the dance the success it
was.

**CHRISTMAS TREE
PARTY.**

**AT MAURICIO TRAINING
INSTITUTE.**

A large number of pupils and
friends attended the Christmas
gathering at the Mauricio Physical
Training Institute yesterday.

Little children of pupils and
friends also attended the party
and added greater joy to the
occasion. The children were the
recipients of many lovely Christ-
mas crackers and toys.

Tea and drinks were served and
later a flashlight photo was taken
of all present at the function.
This was followed by a drawing
in which all subscribers received
presents to remind them of the
happy occasion.

The party was given a little
music in which Mrs. A. J.
Mauricio, Messrs. F. E. C. Fernan-
dez, L. G. Rosario and G. Scully
took an active part.

The party ended with a draw
for a turkey, and Mr. Gerald Scully
of the Hongkong University was
the lucky one.

PORTUGAL OUT OF LUCK.

HEAVILY DEFEATED
BY CHINA.

PUT UP GREAT FIGHT IN
SPITE OF SCORE.

SUEN'S HAT-TRICK.

China 6 Portugal 1.

The wide disparity suggested
by the score was by no means
evident on the field of play.
China fielded a much superior
team, well balanced at all points,
and particularly alert forward.
Portugal, robbed of the services
of A. V. Gosano by an injury, pro-
vided some remedy for their de-
fects as a side by sheer grit and
determination, the thrustful raids
of B. Gosano, Ward, Rocha and
their colleagues failing of success
only because their luck was right
out.

Portugal found themselves four
goals in arrears at the interval.
Suen Kam-shun having obtained
the hat-trick by three brilliant
snap goals, the first and third be-
ing "placed" with nice touches
out of Rocha's reach, and the
second smartly headed through
from Chan's fast centre. Chu
Kwok-luen was credited with
the fourth when Silva Netto shot
hard against his legs, the ball
passing Rocha on the rebound,
the scorer knowing less about it
than the goalkeeper.

Portugal's Effort.

In spite of these arrears,
Portugal fought back wonderfully
well on the resumption, and Pau's
goal had so many narrow escapes
that it appeared to bear a charmed
life. Once he was well beaten by
a shot which struck the post, an-
other time he made a remarkable
recovery to keep out a header by
Santos, his third smart save in
less than a minute. Portugal did
everything but score, keeping up
a strong attack for the greater
part of half an hour, pressure
being interrupted only occasion-
ally by swift Chinese breakaway
raids which were always highly
dangerous. Ward and Rocha
were shooting comparatively well,
but supporters of Portugal must
have sighed for the presence of
A. V. Gosano.

China enjoyed a greater share
of the game towards the end and
first Lim, and then Chan Mee-
on added to their lead.

Portugal, having pegged away
for so long without scoring, it
had seemed intended that they
should not, but just before the end
a simple long shot by Beltrao de-
ceived Pau Ka-ping.

Perfect Backs.

Li Tin-sang and Lau Mau, right
and left backs, respectively, took
principal honours in this game.
Even when the Portuguese attack
was at its best they were never
flustered, kicked with judgment,
tackled well and recovered smart-
ly when beaten. Lau Mau had
some great tussles with B. Gosano
and they broke about even on the
day. Li Tin-sang made his task
look easy.

Although Lim was not a
particularly bright leader, China's
attack was in great form. If they
had obtained more than six goals,
no surprise would have been oc-
casioned. Suen, for instance,
made few serious attempts to
score, after obtaining the first
three. He passed for others to
shoot when better placed himself.
Ip Pak-wa was very badly cut over
the eye in the first half-minute
of the game, but returned after
attention to give a sound ex-
hibition. Chan Mee-on and Chu
Kwok-luen made up a very dan-
gerous wing. Lam Yuk-ying was
the best of the half-backs.

Portugal's Best.

Portugal made several re-ar-
rangements on the field and it
was not always easy to keep track
of them. Silva Netto gave a much
improved display when he went
into the back division, while the
second half changes made a world
of difference. Xavier, B. Gosano,
Ward and Rocha distinguished
themselves, and Santos and
Beltrao also did quite well.
Santos would be an exceedingly
useful player if able to borrow a
little of Suen's surplus weight.
Rocha in goal had no chance
with any of the goals, not even
with the sixth which passed be-
tween his feet. Wanderer.

The University of Hongkong
advertises that a meeting of
graduates will be held in the
Great Hall of the University at
6.15 p.m. on Wednesday, January
14th. Mr. Foo Ping-shing will
preside. The meeting is being
called to consider the creation of
a Hongkong University Graduates
Association. The Vice-Chancellor
will be at home in the Great Hall
from 4.15 p.m. to 5.15 p.m.

GAMBLING RAID IN SHANGHAI.

OVER HUNDRED FOREIGNERS
ARRESTED.

PARTY SURPRISED.

Shanghai, Dec. 22.
One hundred and fifty persons
were arrested just after midnight
on Saturday in a police raid on the
Shanghai United Club, 305 Avenue
Foch. The raid was carried out
under C. I. P. J. Dunne of Louza
by a party of police 50 strong, who
approached the club in three
wagons from the Reserve Unit
and Central Station.

Twenty dollars' bail was re-
quired from each player before re-
lease. The bulk of those in the
club are said to have been Russian
and Portuguese. Police found ap-
paratus in use for a variety of
games, including chemin de fer
and lotto.

This is the largest raid in police
annals. More than 100 foreigners
were on the premises at the time
the raid was made, of whom 12 are
subjects of extraterritorial
powers.

Very little money was seized by
the police, not over \$30. It is
understood that chips are pur-
chased by players before play-
ing.

More than 40 officers, uniformed
and detectives, surrounded
the house quickly. With Chief
Inspector Dunne and Inspr. Jefferson
in the lead, the party swarmed
through the entrances completely
surprising those at the tables and
diners as well.

In the dining room were about
35 persons. In the room devoted
to lotto more were seated, while
in the chemin de fer room a lesser
number were round the tables.

Owing to the telephone having
been disconnected many of the
guests were slightly embarrassed
in the matter of securing bail
money and police escorts assisted
them if possible. But bail money
was forthcoming in the majority
of the cases, although neither of
the alleged proprietors was allow-
ed their liberty.

**HOTSPUR ROLAND FOR
OLIVER.**

(Continued from Page 1.)

THIRD DIVISION (SOUTH).

Bournemouth	2	Canterbury	0
Bristol	1	Exeter	0
Clapton O.	2	Northampton	0
Crystal Palace	5	Southend	0
Exeter	6	Swindon	0
Fulham	3	Watford	1
Northampton	1	Walsall	2
Queens County	2		
Thames	2		
Torquay	1		
Watford	2		

League Table.

Notts. County	22	14	6	2	54	24	34
Northampton	21	12	5	4	38	17	29
Southend	22	13	2	7	45	34	28
Crystal Palace	21	11	5	6	43	45	27
Bristol	21	9	8	4	32	25	26
Brentford	22	10	4	8	42	42	24
Fulham	21	10	4	7	41	40	24
Canterbury	20	9	4	7	49	35	22
Swindon	22	10	2	10	45	49	22
Bournemouth	22	8	6	8	38	42	22
Torquay	22	9	3	10	46	54	21
Queen's P.R.	21	9	2	10	60	39	20
Gillingham	21	6	8	7	37	33	20
Clapton O.	20	8	4	8	36	33	20
Exeter	20	7	6	8	37	44	20
Bristol R.	22	6	10	10	35	44	18
Watford	21	4	10	10	39	42	18
Luton	21	6	6	9	28	35	18
Norwich	21	5	4	12	23	37	14
Walsall	20	4	6	10	38	51	14
Thames	21	5	3	13	24	53	13
Newport	21	5	2	14	40	64	12

THIRD DIVISION (NORTH).

Carlisle	2	York	0
Gateshead	1	Stockport	1
Nelson	1	Hartlepool	0
Hull	10	Hullfax	0
Lincoln	1	Darlington	0
New Brighton	2	Doncaster	1
Rochdale	0	Southport	1
Tennesser	4	Rotherham	2
Wigan	3	Accrington	2
Wrexham	2	Chesterfield	1

League Table.

Lincoln	20	14	3	3	47	22	31
Tranmere	21	14	2	5	54	44	30
Chesterfield	21	12	4	5	50	30	28
Stockport	20	13	2	5	40	20	28
Hull	21	11	5	6	53	31	27
Wrexham	21	11	4	6	40	34	26
Carlisle	20	12	1	7	48	30	26
Wigan	20	12	1	7	42	37	25
Southport	20	10	2	8	39	33	22
Accrington	22	8	3	11	43	43	19
Gateshead	19	6	7	20	33	18	18
Darlington	20	7	3	10	37	31	17
Rotherham	21	6	5	10	40	52	17
Doncaster	20	6	5	9	35	29	17
York	20	8	1	11	30	43	17
Hullfax	20	6	5	9	20	47	17
Hartlepool	20	7	2	11	40	41	16
New Brighton	21	6	4	11	25	42	16
Rochdale	20	6	2	12	38	58	14
Barrow	21	5	4	12	25	50	14
Crews	20	7	0	13	34	54	14
Nelson	20	3	4	13	23	46	10

His many friends will regret to
learn that the Rev. N. V. Birdwood,
chaplain to His Lordship, the
Bishop of Victoria, has been taken
ill at Swatow where he went about
a week ago on his usual visits in
connection with his work. He was
to have returned for Christmas,
but it is believed that he has de-
veloped pneumonia.

AMUSEMENTS OF HONGKONG.

AT THE
QUEEN'S Final Showings To-day
At 2.30, 5.10, 7.15 & 9.20

**All Riotous on
the Keaton Front!**

He tried to douse a shell
with a tin cup. It's like try-
ing to stop laughing at
this war comedy of
comedies!

IT'S A RIOT!



**BUSTER
KEATON**
the Laugh-Buster

DOUGH BOYS

A BUSTER KEATON
production
with
Cliff Edwards

Story by Al Bowers and Sidney
Lewin. Screenplay by Richard Schickel
Dialogues by Al Bowers and Richard
Schickel. A Metro-Goldwyn-Mayer
Production. Directed by Edward
Tibbels.

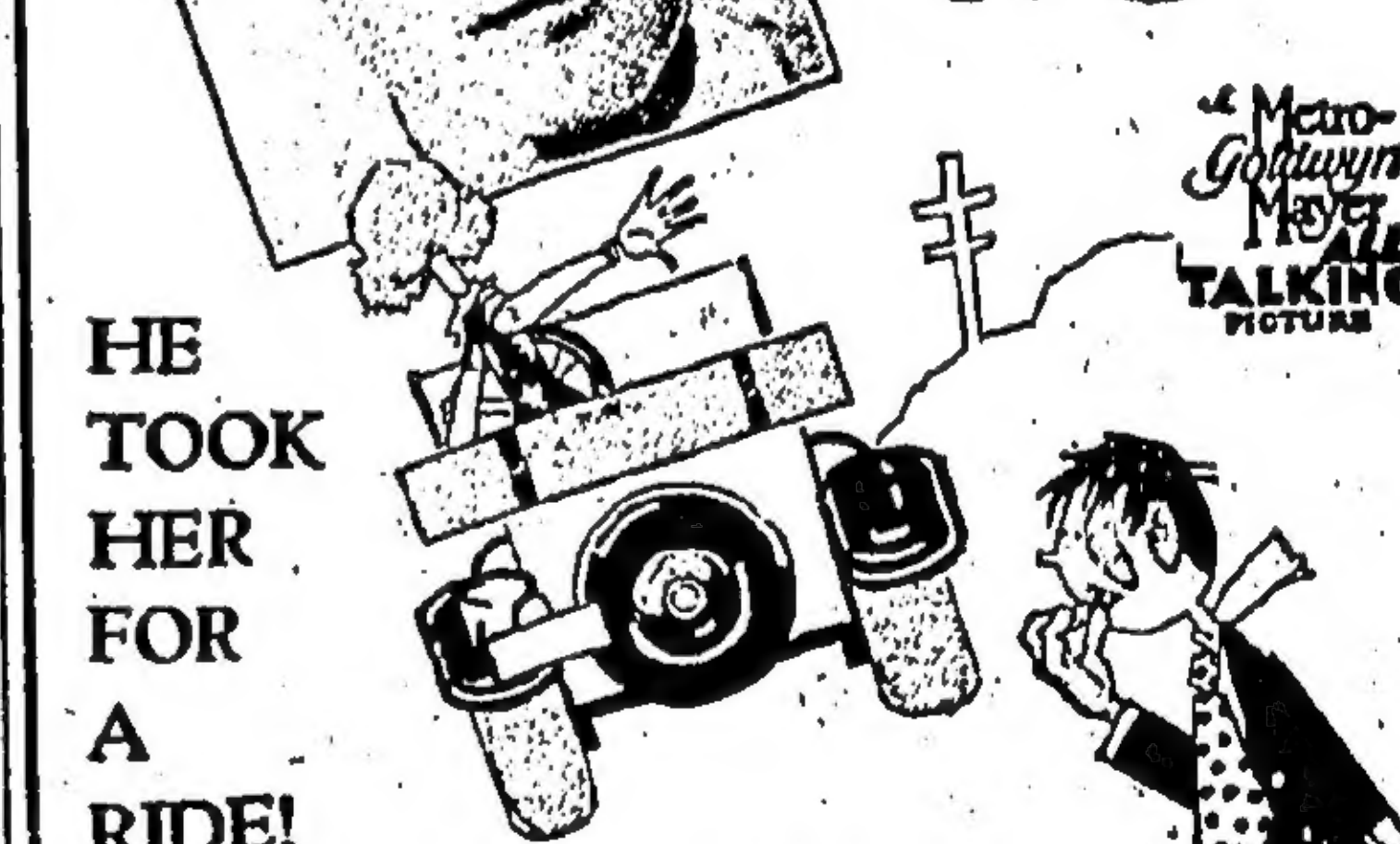
NEWSREEL
HEARST METROTONE

COMEDY
WHO KILLED ROVER?
ALL BARKIE

TO-MORROW

William HAINES

in **THE
GIRL
SAID
NO**



HE
TOOK
HER
FOR
A
RIDE!

—and had to walk
home himself!

Bill Haines' funniest talking picture!
It's a riot!

with
LEILA HYAMS
POLLY MORAN
MARIE DRESSLER

Sam Wood Production

**WILLIAM FOX
presents
The EXALTED
FLAPPER**

with **SUE CAROL**
AT THE **STAR**

FINAL SHOWINGS TO-DAY
At 2.30, 5.20 & 9.20